AUTO EXPRESS

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ALPINE A110 vs MUSTANG

Can Europe trump US in sports car showdown?

DRIVEN THIS WEEK

TESLA MODEL Y

Behind the wheel of new sci-fi SUV

NEW MOKKA-E

Vauxhall's big seller updated for '25

REVISED BMW iX

Tech-filled M70 is a fitting flagship

CUPRA LEON ST 333

Spanish firm's Golf R hits the spot

OFFICIAL NEW BABY KIA SUV

EV2 concept reveals future Ford Puma rival

PLUS Picanto to be reborn as EV1

FAST BRANDS #2 AUDI

Past, present & future of Audi Sport

PLUS New A6 revealed

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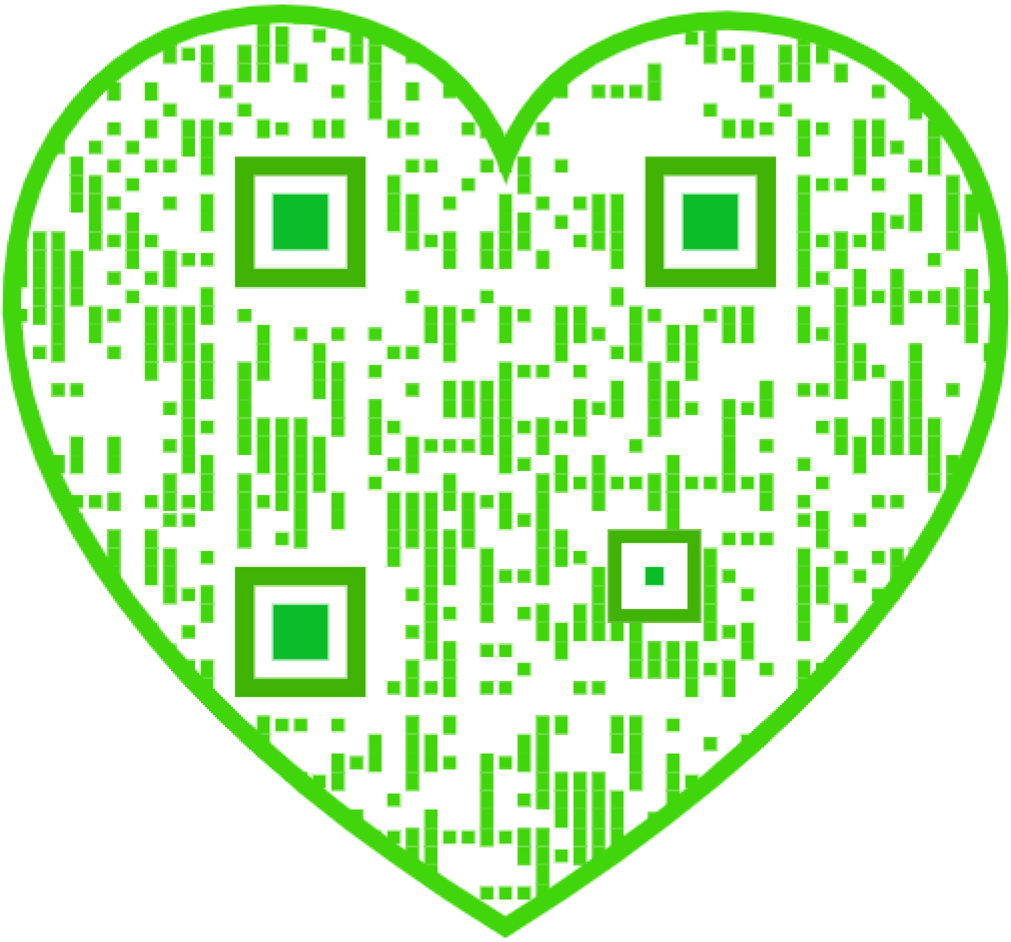

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*Figures are intended for comparability purposes; only compare fuel consumption and CO_2 figures with other cars tested to the same technical procedures. The fuel consumption and CO_2 produced under real life driving conditions will depend on a number of factors including the accessories fitted (post-registration), driving style, speed and vehicle load. All models and grades are certified according to the World Harmonised Light Vehicle Test Procedure (WLTP). All electric range and CO_2 figures quoted are full WLTP figures. More information can be found by visiting: www.vehicle-certification-agency.gov.uk/fcb/wltp.asp.

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AUTO EXPRESS ROAD TESTS
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THIS WEEK

I WROTE last week about Renault being a brand with momentum, and you'll see from our Top Story this week – and the cover! – that Kia is another which is very much on a roll.

It's been a long journey from the Pride (a rebadged Mazda 121) that arrived here in 1991 – but the Korean maker is now one of the UK's most popular, having had its best-ever year in 2024. It registered more than 112,000 cars, putting it above the mighty Ford and behind only VW, BMW and Audi at the top of the charts.

In model terms, the Sportage was beaten solely by the Ford Puma last year, and will get a facelift soon to increase its appeal, while the EV3 appeared in 2024 alongside an updated EV6, to expand the company's EV portfolio.

But there's more to come, and importantly it's both petrol and electric. The brand isn't abandoning internal combustion engines yet, despite the new EVs on the way. You can see more on those in deputy editor Richard Ingram's video report from Kia's EV Day event, available on the Auto Express YouTube channel.

It's fascinating how some car companies just seem to bring the right cars at the right time, with smart styling, clever tech and competitive pricing: three elements that are crucial when car buyers have more choice than ever before.

Kia's rise to sit second only to VW among the UK's top mainstream makers is worthy of note, because the company, and Japanese arrivals in the seventies, are seen as examples of what new Chinese brands could achieve in the future.

The similarities are there, with companies little-known in the UK, despite success in domestic markets, arriving on our shores with models focusing very much on value. The differences now are in the sheer numbers – Kia wasn't accompanied by several other Korean brands trying to make a mark at the same time – and the shift to electric vehicles, which has opened the door to greater acceptance of new names than was ever the case beforehand.

Kia is now well and truly part of the UK motoring landscape, but it didn't happen overnight. And what's clear to see from the new wave of product – electric and petrol cars of various shapes and sizes, and even vans – is that there's plenty of reason to think its upward trajectory is far from over.

> **"KIA IS FAR FROM ABANDONING THE INTERNAL COMBUSTION ENGINE JUST YET, DESPITE A RAFT OF STRIKING NEW ELECTRIC MODELS ON THE WAY"**

PAUL BARKER

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EDITOR'S VIEW

Visit **autoexpress.co.uk** for all the latest new car news

AUTO EXPRESS

FIRST FOR NEWS

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Makers slate new rules

REVEALED

Concept teases £25k electric Citroen e-C3 rival that's set to arrive next year as part of brand's ambitious EV expansion plans

Richard Ingram

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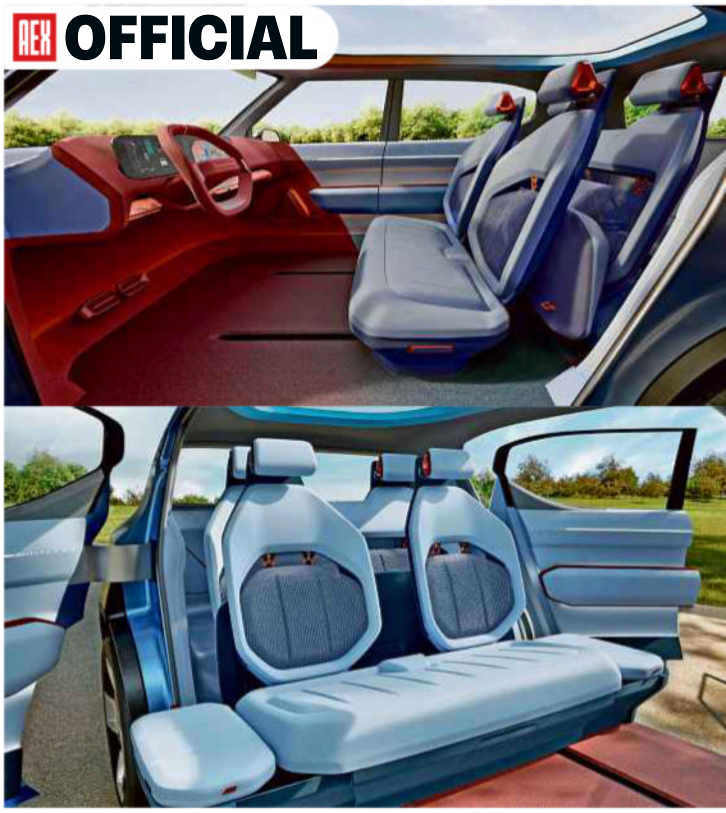


KIA is rapidly expanding its EV line-up, and it shows no signs of slowing down in 2025. Alongside the all-new EV4 and PV5, the firm used its annual 'EV Day' to reveal the EV2 concept, pointing towards a small electric SUV due next year.

When it launches, the EV2 will, for a little while at least, be the smallest electric car Kia makes. It'll take on models such as the Citroen e-C3 and forthcoming Ford Puma Gen-E, with prices expected to start from around 30,000 Euros (approximately £25k). It will eventually be joined by an EV1 city-sized electric car (Page 9) that will rival the future Volkswagen ID.1.

The concept has lots of giveaways that point us to the production EV2 arriving in 2026. Kia's executive vice president and head of global design, Karim Habib, said: "It is still a concept car, but a lot of it you will see.

"You can take the example of the EV3 or EV4, which we showed two years ago as concepts; the delta between production car and show car is exactly the same [for EV2]."

The upright stance and small-SUV side profile are almost identical to the heavily camouflaged cars we've seen testing, and the vertical 'Star Map' DRLs are in keeping with Kia's 'Opposites United' design language.

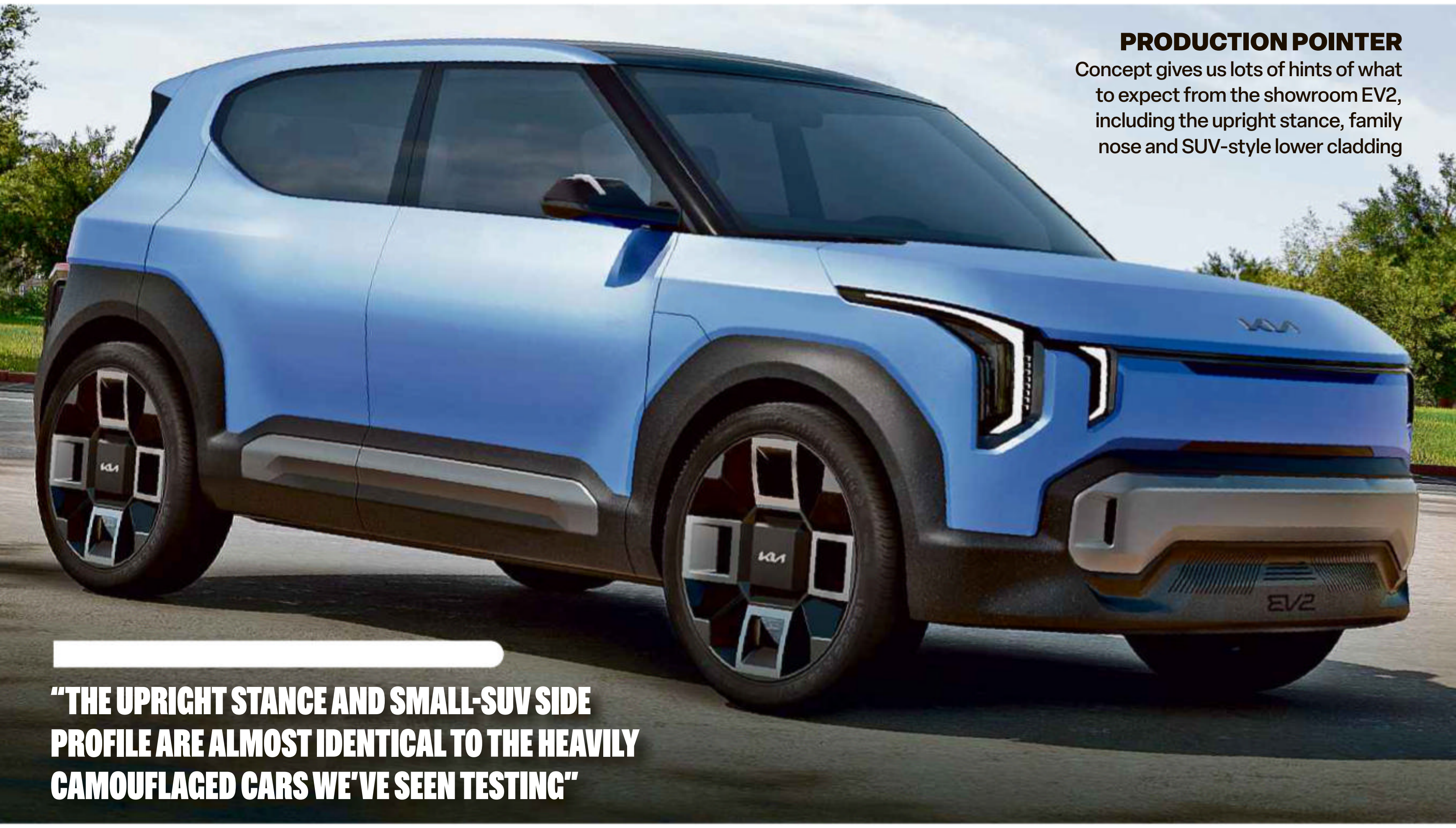
The rear lighting pattern has been tweaked for the EV2, with the clusters set far apart to emphasise the car's width. Typical SUV elements such as lots of cladding are present, while big, four-spoke wheels finish things off, but we expect a more modest design to feature on the production car.

The cabin has a folding, sliding and reclining rear bench, which lifts up at the base like in a Honda Jazz. Habib said this is "something [Kia is] working on" for the production car.

The 3D-printed elements, colours, and materials might be a bit exotic, but the dash – with its minimalist layout and twin screens – shouldn't change too much. The rear-hinged doors won't be offered on the EV2, but Habib said parent firm Hyundai Motor Group is "working towards" offering it on a production car, adding: "I cannot tell you when. But we will do that; it is a very practical thing".

The EV2 will probably come only in single-motor form, and will use the same dedicated E-GMP electric car platform as its bigger brother, the EV3. Following in the tyre tracks of the EV3, EV4 and EV5, the EV2 is expected to use a 400-volt electrical architecture, with a choice

KIA'S BABY EV2



PRODUCTION POINTER
Concept gives us lots of hints of what to expect from the showroom EV2, including the upright stance, family nose and SUV-style lower cladding

"THE UPRIGHT STANCE AND SMALL-SUV SIDE PROFILE ARE ALMOST IDENTICAL TO THE HEAVILY CAMOUFLAGED CARS WE'VE SEEN TESTING"

"THE EV2 WILL PROBABLY COME ONLY IN SINGLE-MOTOR FORM, AND WILL USE THE SAME E-GMP ELECTRIC CAR PLATFORM AS THE BIGGER EV3"

of batteries designed to suit its position as an urban-focused SUV.

There's a chance we may see an entry-level car with a circa-40kWh battery, plus, possibly, the EV3's larger 58kWh unit. Given that car can do around 270 miles on a charge, it's feasible the smaller EV2 could breach 300 miles on the official WLTP cycle.

Kia has confirmed the EV2 will have Vehicle to Load (V2L) and Vehicle to Grid (V2G) tech, as well as the ability to accept over-the-air (OTA) updates.

As we've seen on the EV2 concept, it's all but certain that Kia's family face seen on the EV3, EV5, EV6 and EV9 will be condensed into a more compact package for the production version, with the tall body translating to plenty of cabin space.

A £25k UK price tag would see the EV2 slot in just above the affordable Citroen e-C3 (our reigning Car of the Year) and the Jeep Avenger.

OFFICIAL

Korean brand gives the inside stor

THE covers came off the all-new Kia EV4 last week and revealed how close the production car's design will stay to the concept's. Now, the firm has shown us the model in full, including a first look at the interior layout.

Kia's Volkswagen ID.3 rival will be available in the UK and Europe as a hatchback and a saloon. They both use the E-GMP platform and have an identical wheelbase, yet the saloon is a full 300mm longer overall thanks to an extended rear overhang. In fact, at 4,730mm, the EV4 saloon is 35mm longer even than an EV6.

Buyers will have a choice of two batteries, 'Base' and 'Long Range'. The 58.3kWh option will do up to 267 miles on a charge (255 miles for the less efficient hatch), while the 81.4kWh unit ups this to a maximum of 391 miles in the saloon – or 367 miles for the five-door model.

Kia hasn't quoted a peak charging speed, but all versions take around half an hour to go from 10 to 80 per cent via a suitably fast DC rapid charger. The company has also confirmed the EV4 will be offered with Vehicle to Load (V2L) and Vehicle to Grid (V2G) capabilities.

Whichever EV4 you go for, you'll get a single front-mounted electric motor producing 201bhp. As it stands, there are no dual-motor all-wheel-drive models, although a Kia EV4 GT is likely to follow in time, possibly with upwards of 300bhp.

The lighter car fitted with the smaller 58kWh battery will do 0-62mph in 7.4 seconds, and the

> **"AS IT STANDS, THERE ARE NO DUAL-MOTOR ALL-WHEEL-DRIVE MODELS, BUT A KIA EV4 GT IS LIKELY TO FOLLOW IN TIME"**

New PV5 will shoulder the load as Kia enters the commercial vehicle market

KIA'S venture into the hard-fought commercial vehicle market is gathering pace, with the firm revealing full details of its PV5 electric van and MPV, after releasing a selection of exterior images (Issue 1,871).

Passenger, Cargo and Crew Cab bodystyles will be offered, as well as a Wheelchair-Accessible Vehicle (WAV) with a ramp that slides out from the side door capable of supporting up to 300kg. Later, a Chassis Cab-style model will join the range, offering up a platform for myriad uses, such as ambulances, ice cream vans or campers. Kia says the PV5 "will leverage the brand's world-leading EV technology to fulfil the diverse needs of a broad customer base by providing unprecedented flexibility and customisation through innovative modularisation".

It's already in talks with firms such as Uber and DHL to create bespoke versions of the PV5 at a special facility in South Korea.

The new E-GMP.S architecture underpins the PV5. While unique to the firm's commercial vehicles, it is loosely based on the established E-GMP layout used by a number of Kia, Hyundai and Genesis cars.

There's a choice of 51.5kWh or 71.2kWh batteries, with an additional 43.3kWh option for the PV5 Cargo. All versions have a single front motor producing up to 161bhp and 250Nm of torque.

UK prices and specs will be announced closer to the van's launch in the second half of this year, but bosses have claimed an approximate starting figure of 30,000 Euros (£25,000) excluding VAT for a basic Cargo PV5.

FEATURES A 30-inch three-screen panoramic display (far left) dominates the dashboard; Europe will get saloon and hatchback (below) versions of the EV4, with the latter unique to the continent and built at Kia's Slovakia factory

y on all-new EV4

81kWh model 7.7 seconds; both the saloon and hatch are inseparable over the benchmark sprint, and every EV4 has a 106mph top speed.

The dashboard is dominated by a huge 30-inch panoramic display comprising a 12.3-inch central screen, five-inch climate control panel and an additional 12.3-inch digital instrument cluster. It runs Kia's connected car Navigation Cockpit (ccNC), which the firm claims "sets class-leading standards for in-car entertainment". It's compatible with over-the-air updates, and allows owners to run third-party apps such as Disney+ and Netflix while charging.

The saloon will be built in South Korea, but the Europe-only hatch will be assembled at the firm's factory in Slovakia, filling a slot vacated by the petrol-powered Kia Ceed later this year. Exact UK prices haven't been announced, but bosses confirmed the EV4 will get a starting price of around 37,000 Euros (approximately £31,000) when it goes on sale in Europe in the second half of 2025.

CABIN PV5 passengers' seats can be configured in different ways. Kia says it will have a "spacious luggage area" and various trays for additional storage space

EV1 would be an alternative to Kia's popular petrol Picanto (above)

EV1 city car is "definitely" in company's electric-car plan

KIA'S rapidly expanding electric car line-up will "definitely" include a city car-sized EV1, according to the company's global CEO Song Ho-Sung – and a concept could be unveiled in as little as 12 months, Auto Express can reveal.

Speaking at the brand's annual EV Day in Tarragona, Spain, Ho-Sung acknowledged that Kia needed a "lower size, lower price model" to sit under the EV2 small SUV due next year. The car would be an obvious rival to Volkswagen's upcoming ID.1 (dubbed EVERY.1), and its sister cars from Skoda and Cupra.

He told Auto Express: "Yes, definitely. We need a lower size, or lower price model. We are internally studying what will be our entry EV model apart from EV2. Maybe on the next EV Day we will show you what we have planned."

Kia could use the new PV5 as the basis for an electric campervan

Electric Kia PV5 campervan family under consideration

BOSSES at Kia are investigating whether there might be appetite for a family of electric campervans based on its new PV5 van and MPV range. If the business case proves viable, the models could beat Volkswagen's hotly anticipated California EV to market.

The head of Kia's PBV division, Sangdae Kim, told Auto Express: "We have been studying many different use cases in the market. Camping cars is one of the important domains for our potential market, so considering our PV5, we are going to study the camping car market.

"We are considering introducing two different camping car versions," he added. "One would be a camper 'lite' version" – presumably without a kitchenette – "and the other one would be a more serious camping conversion."

“A KEY ADDITION TO THE DIESEL IS AUDI’S NEW MHEV PLUS MILD-HYBRID TECH, WHICH CAN ALSO DRIVE THE CAR ON ITS OWN AT LOW SPEEDS“

AEX OFFICIAL

Audi A6 Avant arrives

Jordan Katsianis

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Estate boasts rakish roofline to go with petrol and mild-hybrid diesel powertr

AEX AUDI’S new model offensive is now at full speed, and the next to arrive is the striking new A6 Avant. Launching ahead of a saloon which is due in a few weeks, the full-size premium estate was initially meant to use the A7 moniker, but will instead be sold wearing the traditional A6 nameplate. It’ll sit alongside the all-electric e-tron version, thanks to a U-turn in strategy from the firm.

Looking at the car’s aggressive design, it’s clear that the brand hasn’t held back on even the base version of the A6 Avant, because the model features pumped-up wheelarches paired with a very sleek silhouette.

Audi’s designers told us that due to the shift of family car buyers to SUVs such as the Q7, they were able to give the A6 Avant much more of a ‘lifestyle’ feel than before, compromising on ultimate boot capacity for the sake of enhanced style. This svelte shape also results in a low drag co-efficient of just 0.25Cd, helping with efficiency at high speeds. Elements such as aero-focused wheels and clever management of air around the front bumper also assist in this regard.

Put the A6 Avant side by side with its smaller A5 sibling and you’ll see that while they look similar, they are proportioned differently. On this model, the grille stretches all the way down to the base of the bumper, and the headlights sit higher and wider across the nose. The headlights are available with matrix LED and Digital Light tech as options, and also feature a hexagonal metal screen over the configurable daytime running lights.

The rear lighting is just as dramatic, with new two-piece units that feature a lower light bar, and brake lights with OLED panels mounted above. Wheel sizes stretch from 18 to 21 inches, with some of the larger options available in lighter forged designs.

Inside, the A6 carries the weight of needing to re-establish Audi’s once coveted reputation for offering top-class interiors, after its recent models were criticised for a drop in quality.

We’ve sat in the car, and the good news is that everything you touch feels suitably solid and substantial. The materials are excellent, with almost all the touchpoints covered in soft-touch plastic or leather-like fabrics. Overall it does a convincing job of feeling a step up over rivals such as the Mercedes E-Class and BMW 5 Series. There is a little scratch-prone black plastic on the centre console, but it matches the car’s generally hi-tech feel.

The new A6’s infotainment system is the same next-generation MMI set-up as found on other models in the Audi range. This combines a 14.5-inch touchscreen with a 12.3-inch driver’s display in a single curved housing. The screen quality is high, with white-on-black graphics and lots of space for dedicated functions, including a shortcut bar and key heating and ventilation controls.

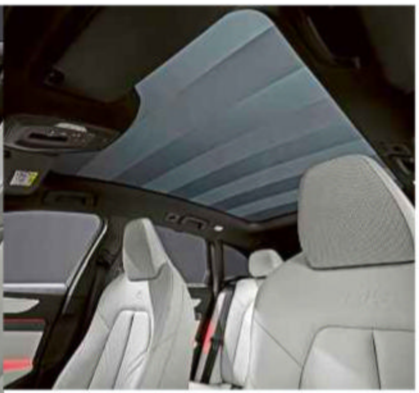
Audi has retained some physical controls in the cabin, with items such

“ALMOST ALL THE TOUCH SOFT-TOUCH PLASTIC OR

LOW PROFILE
A6 Avant trades some boot space for a sleek look. The Audi offers 503 litres with the rear seats up, but still trails its Mercedes E-Class rival

with a svelte new look

ains, with plug-in hybrids to follow



INTERIOR
We've no complaints about the build or material quality in the cabin, while the twin digital screens are easy to read and use

POINTS ARE COVERED IN LEATHER-LIKE FABRICS"

as a volume knob, driving modes and the start/stop button all in easy reach from the centre console. There's also a passenger display in high-spec trims.

The A6 will initially arrive in the UK with two combustion engines and three trim choices, with the range starting at £52,510 for the entry-level TFSI Sport, rising to £64,480 for the fully loaded TDI in First Edition trim. All models are available to order from 1 April, with the first cars due to reach customers by mid-June.

The range starts with a 2.0-litre turbo petrol model with 200bhp and 340Nm of torque powering the front wheels via a dual-clutch gearbox. It will sprint from 0-62mph in 8.3 seconds and has a top speed of 149mph. There's also a 200bhp 2.0-litre diesel, which offers an increased 400Nm of torque and quattro four-wheel drive. This model cuts the 0-62mph time to seven seconds exactly.

A key addition to the diesel is Audi's new MHEV Plus mild-hybrid tech. This differs from previous offerings thanks to a larger e-motor, which produces 24bhp and 230Nm of torque. Here, it doesn't just act as a starter generator, but can also drive the car on its own at low speeds. The system is also able to recuperate energy at up to 25kW, ensuring the car's compact lithium-ion battery is always topped up.

A front-wheel-drive diesel and turbocharged V6 petrol with 367bhp will also be available in other markets, while the UK line-up will soon diversify with a range of plug-in hybrid powertrains, including those which will power the high-performance S6 and RS 6 models that we know Audi currently has in the works.

If there's one obvious compromise with the new model, it's the dramatic drop in the roofline. Compared with the significantly boxier and more upright Mercedes E-Class, the A6 Avant trails on boot size by nearly 150 litres, with a capacity of 503 litres. This can be increased to 1,564 with the second row lowered, but even then it's still nearly 300 litres down on the E-Class.

However, the square-shaped boot has a small amount of under-floor storage plus plenty of hooks and other little additions to make it as versatile as possible. The rear seats can drop in a 40:20:40 split, with that centre section lowering independently to allow for long items such as skis to fit even when four passengers are in place.

Jag boss: "We didn't me

Phil McNamara

Philip.McNamara@autoexpress.co.uk

INTERVIEW Rawdon Glover says he wants current drivers to back its electric

JAGUAR boss Rawdon Glover says the firm's internet-busting electric relaunch reached nearly a billion people – but one of his key priorities is to manage the fallout with the brand's existing customers.

Late last year, Jaguar released a colourful teaser video featuring striking-looking models to announce its transformation, following it up with the Type 00 concept coupé, previewing its new electric design language. But the "delete ordinary", "break moulds" messaging combined with the current Jaguar range going off sale alienated many owners.

"We do need to create and attract a new client base," Glover told Auto Express. "But what got lost is that we do care about our existing client base. I've been investing a lot of time bringing our existing fans, clients and classic enthusiasts along on the journey – it's really important to us."

Jaguar predicts its new electric line-up, launching with a four-door GT in late 2026, will typically cost around £120,000. That will exclude about 85 per cent of current customers, but there's no reason why high-end F-Type or performance SVR drivers can't make the leap, Glover reckons.

He hopes some of them will feel comfortable forsaking six or eight cylinders for electric performance, arguing that exterior and interior design, and a love of the brand, are far more important to Jag's target buyers than what's under the bonnet.

And given that most future owners will have multiple cars, they can still get their petrol fix from other models in their garage. Stopping sales meant Jaguar's volume slumped to just 33,000 cars last year, but Glover argues there was no point continuing the loss-making enterprise. "Being single-minded helps us focus on the new job. But we need to continue looking after existing customers and they'll be able to get their car serviced, get any warranty [issues covered] and buy used cars."

Glover's team is developing the new Jaguar retail experience and the first store will be in Knightsbridge, London; others in Paris and Shanghai are coming. Prospects can expect a luxurious lounge feel, food created by a Michelin-starred chef, and hi-tech virtual reality to bring the cars to life.

But it'll be a while before the first Jaguar appears. Although prototypes are testing, manufacturing won't begin until 2026. Glover says its introduction isn't dependent on parent company Tata's new Somerset battery factory, but bogged down by the complexity of JLR's ongoing overhaul of its industrial base.

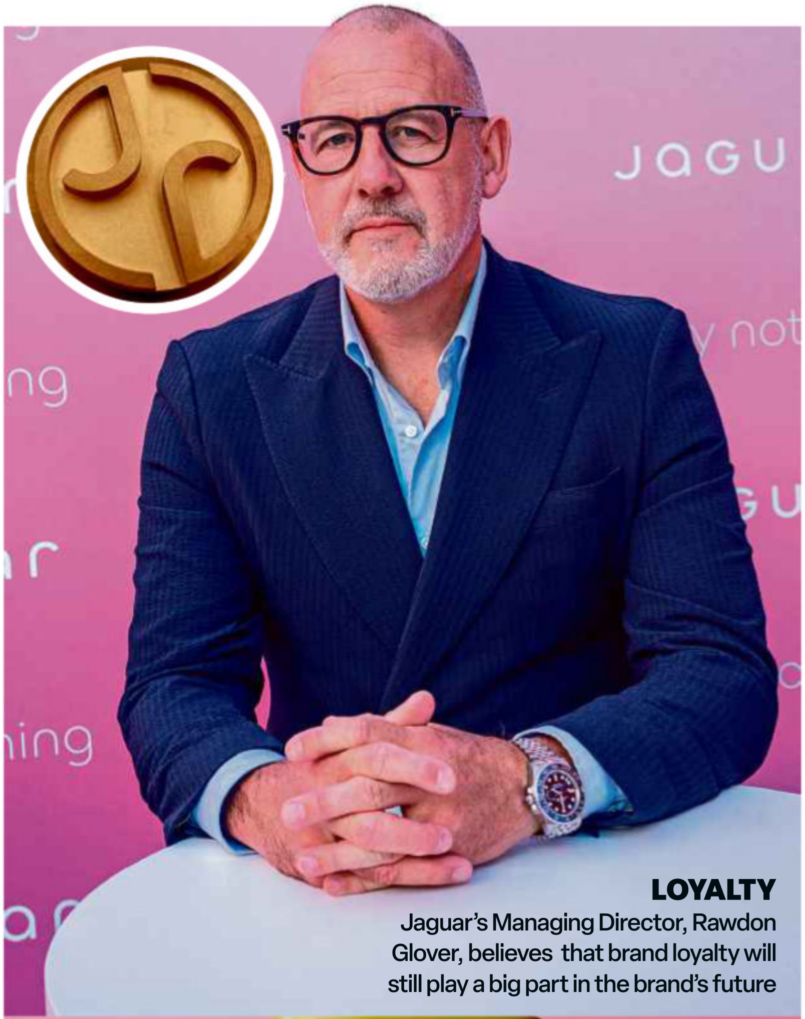
Solihull is gearing up to build electric Range Rovers and Range Rover Sports (and ultimately the Jags), electric motor production must ramp up in Wolverhampton, and the Halewood plant is being kitted out for the new electric Velar.

Jaguar will go public with the GT's design in late 2025: "It's very consistent with the Type 00. Nobody's going to say: 'hold on, what happened to this or that [design element]'," promises Glover. He says Jaguar is starting with a four-door rather than a crossover because it'll embody 'new Jaguar' in its purest form.

He also vows that despite rivals such as Lotus and Porsche wavering on their electric ambitions, Jaguar will stick to its guns: "No, we won't be putting a plug-in hybrid in that lovely, long bonnet," he pledged.

RAWDON GLOVER Jaguar Managing Director

"WE DO NEED TO CREATE AND ATTRACT A NEW CLIENT BASE, BUT WHAT GOT LOST IS THAT WE DO CARE ABOUT OUR EXISTING CUSTOMERS"



LOYALTY
Jaguar's Managing Director, Rawdon Glover, believes that brand loyalty will still play a big part in the brand's future

create exuberant

an to alienate owners”

c transformation

Merc plots end of EQ brand

MERCEDES’ era of bespoke EQ models is coming to an end, and as part of this shift we’ll soon see an all-electric version of the E-Class.

The announcement was quietly made within Mercedes’ latest update on its future EVs and technology. It said that alongside a new electric GLC (which will replace the EQC) and an electric C-Class, “an all-new fully electric E-Class will round out the picture”.

We expect it to be shown off in late 2026 ahead of a 2027 launch – after the new electric CLA, GLC and C-Class. When it arrives, an electric E-Class will in effect replace the existing EQE. This strategy will be seen across other EQ models and we’ve already had confirmation that the S-Class and GLB are among those to gain electric alternatives.

Current EQE will, in effect, be replaced by electric version of the E-Class

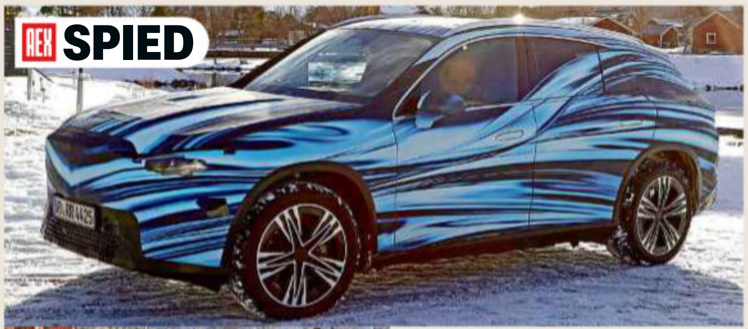
Rather than being based on the EQE’s EVA2 platform, the electric E-Class is more likely to utilise Mercedes’ upcoming MB.EA platform. This is an electric-only architecture designed for mid-size and large vehicles, which has reportedly been put on hold to push through other cars to be built on the Mercedes Modular Architecture (MMA).

The launch of the electric E-Class in 2027 could neatly coincide with the mid-life facelift of the current internal-combustion-engine E-Class, which by that point would be marking its fourth birthday.

Despite the two cars sitting on different platforms, they could be quite similar on the inside, most likely using the three-screen ‘Superscreen’ layout offered in the current petrol saloon.

Next GLC spotted testing

NEW spy images of the all-electric Mercedes GLC have surfaced, revealing more details about the critical new SUV that we can now confirm will be arriving in 2026.



Automedia

In contrast to the prototypes we’ve previously seen, these new images reveal a car that’s much closer to production, and with it a series of fairly substantial design changes to the front-end.

This includes the production-relevant headlights that are smaller and lower-set, and more in-keeping with Merc’s current ICE model range, plus a more upright grille and bonnet – different from the design we’ve come to expect from its EVs.

The new GLC will precede the electric C-Class, which is also due in 2026.

ES90 will share much with EX90 SUV

Volvo’s new EV saloon is starting to take shape

THE new Volvo ES90 electric saloon will be revealed this week, and the brand has confirmed the BMW i5 rival will have up to 435 miles of range and the fastest charging speeds of any Volvo EV.

Volvo claims drivers will be able to add 186 miles of range in just 10 minutes, or 10 to 80 per cent in 20 minutes via a 350kW charging point.

Volvo has also shared yet more darkened teaser images of the ES90. These reveal a rear lighting signature similar to the EX90’s (below), and it has a sleek profile, a steeply raked windscreen and a sloped, fastback-style roofline. We can also make out a small nodule at the top of the windscreen, which indicates it will feature the same LiDAR technology as the EX90.

We can also look to the saloon’s SUV sibling for battery and motor configurations. That means the ES90 will probably be launched with a single 107kWh battery, and dual motors for all-wheel drive.

Visit *autoexpress.co.uk* from 5 March to see it in the metal.

Manufacturers speak out as pick-up tax deadline looms

Chris Rosamond

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INSIGHT New HMRC rules come into force from April that reclassify double-cab trucks as passenger cars rather than commercial vehicles

FORD UK

"IF THE GOVERNMENT WILL NOT RECONSIDER ITS DECISION, IT SHOULD – AT A MINIMUM – CONSIDER A DEFERRAL TO 2026"

BUYERS of double-cab pick-ups who pay company car tax or claim capital allowances have one month to order new vehicles before new HMRC tax rules kick-in on 6 April.

Double-cabs are currently treated as commercial vehicles for company car Benefit-in-Kind tax, meaning users have a flat-rate BiK liability of £3,950. From April, however, they'll be considered as passenger cars, and subject to CO_2 emissions-based BiK rates as high as 37 per cent.

Capital allowances will also be cut for business users, who will in future be able to offset much less of a double-cab's price against tax.

The changes follow a court ruling that double-cabs are equally suited to carrying goods or people, and therefore can't demonstrate the required 'predominant suitability' for goods, needed for classification as commercial vehicles.

Manufacturers have hit out at the changes, saying the costs will hit small businesses hard.

"The change in taxation to double-cab pick-up vehicles is a rash move by the Government that will have a big impact on UK business," a Ford spokesperson told Auto Express. The company considers its Ranger double-cab to be a work truck, with businesses relying on its capability to carry heavy loads and to tow.

"Double-cab pick-ups are an essential tool for the farming and agricultural sector, construction, transport and small business owners such as landscape gardeners, who rely on the extra space not only for passengers but additional stowage, which will now carry a significant premium for many," Ford said.

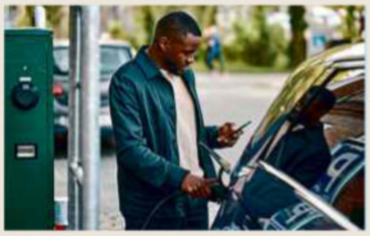
The company sold 20,000 Rangers in the UK last year, and believes that at least two-thirds of customers will be hit by the upcoming tax hike. "If the Government will not reconsider its decision, it should – at a minimum – consider a deferral to April 2026, allowing those affected time to prepare and adjust appropriately," the spokesperson told us.

A spokesman for Musso importer KGM Motors added: "We, along with the wider industry and users of double-cab pick-ups, feel HMRC's logic is wrong and out of date.

"The majority of double-cab pick-up buyers have a specific need for the vehicle, and its dual purpose negates the need to run two vehicles, a car and a van," the firm told us. "The historic view that double-cab pick-ups are a tax dodge is incorrect. If these people are avoiding passenger car BiK, then they would choose an EV, which is lower BiK than a commercial vehicle."

Isuzu, which has less of a 'lifestyle' focus than some competitors in the sector, told us that the majority of its customers are likely to be unaffected by BiK, but agrees that capital allowance changes will impact business owners.

Most EV chargepoint issues can be fixed over the phone



THE vast majority of public EV chargepoint issues can be solved via a quick phone call – so says the AA's latest Recharge Report, which also revealed the most common problems faced by drivers using public chargers.

When users encounter issues or have queries regarding charging infrastructure, there is typically a phone number somewhere on the device. The AA has been assisting chargepoint operators with calls for five years and in its experience, 95 per cent of niggles are quickly resolved during a phone call.

The association says drivers' most common complaint is an inability to start or finish a charging session, accounting for 27 per cent of calls combined.

Pricing enquiries and stuck cables each make up seven per cent of calls, with one in six issues concerning digital difficulties – signing up for and into apps etc.

The improving reliability of the UK public charging network is reflected in the fact that only three per cent of calls were regarding an out-of-order chargepoint. The AA's head of roads policy, Jack Cousens, said: "As the Government is now capturing the reliability of the network, operators will be desperate to top the charts for their units being ready to use."

ALPINE
A110 GTS

Alpine updates A110 range for final year of production

ALPINE is celebrating its 70th anniversary and the final year of the current, petrol-powered A110 by launching two new variants of its mid-engined sports car.

The limited-edition A110 R 70 is taking over as the range-topping model, and is priced from £103,345. Meanwhile, the new A110 GTS (from £67,311) replaces the existing GT and S versions. The base A110 remains, but now starts at £55,160.

This fresh line-up goes on sale in May. Customers will have 12 months to place an order before the current A110 makes way for its all-electric replacement.

Just 770 examples of the A110 R 70 will be produced, featuring nods to the brand's birthday such as 'A70' logos on the front wings, as well as on the fuel cap, door sill and headrest.

The R 70 receives the same chassis as the outgoing A110 R, featuring bespoke wheels, with track-focused Michelin Pilot Sport Cup 2 tyres, an Akrapovic exhaust and a 296bhp turbocharged four-cylinder petrol engine that produces 340Nm of torque. The A110 GTS, meanwhile, gets the chassis set-up from the A110 S it replaces and is available in five new colours: Peacock Blue, Acropolis Orange, Solar Orange, Eclipse Blue and Steel Grey.

An optional aero kit based on the R will be available with the GTS, featuring a front splitter, side skirts, rear diffuser and a carbon-fibre spoiler. Buyers will be able to add 18-inch GT Race wheels, with Michelin Pilot Sport Cup 2 tyres.

The GTS will be powered by the same 296bhp turbocharged four-cylinder engine as the R 70, while the entry-level model gets a 248bhp version.

PAGE 36: Road test – Alpine A110S vs Ford Mustang GT

BIRTHDAY Interior of limited-edition R70 gets numbered plaque, while 70 cars will each be painted in red, white and blue to reflect the French flag

Prices start at £38,110 for 308 (left) and £41,500 for 408

Near 50-mile EV range for new Peugeot plug-in hybrids

PEUGEOT has introduced a new plug-in hybrid powertrain for its 308 hatchback, 308 SW estate and 408 fastback. This replaces the existing PHEV powertrain, and Peugeot is quoting an electric range of 49 miles for the 308s, and 48 for the 408 – around 15 miles more than the old version.

The new set-up is similar to the previous one, pairing a turbocharged 1.6-litre four-cylinder engine with a 124bhp e-motor and battery pack. However, the latest system drives the wheels via a new seven-speed dual-clutch auto transmission, rather than the previous eight-speed unit.

Peak combined power is rated at 192bhp for the 308, and 222bhp for the 408, with peak torque at 380Nm in both.

CO_2 emissions have also been reduced to 18g/km, which drops the BiK tax rate to just nine per cent, a four per cent reduction over the model based on the current 2025 rates.

Valentino Rossi honoured with BMW special edition

THIS is the BMW M4 CS VR46 special edition, named in celebration of the legendary MotoGP champion and now BMW works driver Valentino Rossi, plus his legendary 46 race number. This figure is also the number that will be built.

BMW will offer the VR46 in Sport and Style trims, both with the M4 CS's upgrades over the 'standard' Competition models, with unique suspension and 542bhp.

Finally, buyers of the VR46 will also be given an audience with Rossi himself during a two-day visit to Italy, including a day at the Misano World Circuit for a BMW M Driving experience with the latest M models.

New Bentley EV will set

Paul Barker

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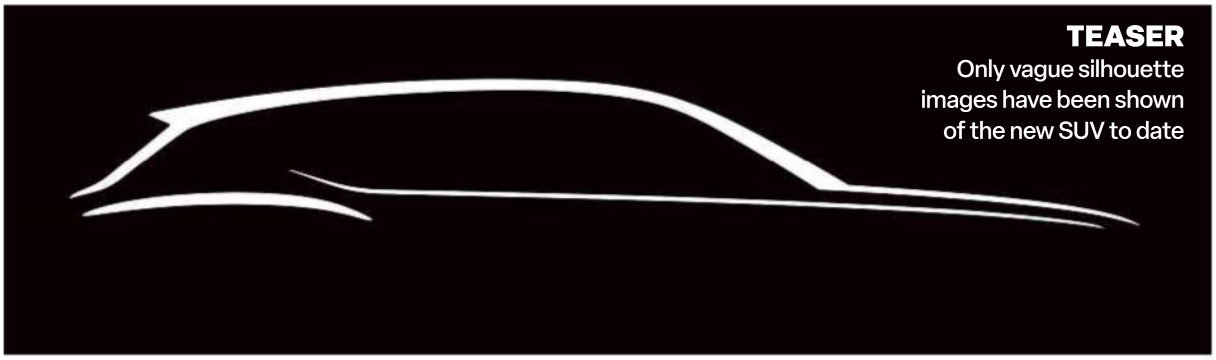
INTERVIEW Luxury brand's Chief Executive reveals all to Auto Express



TEASER
Only vague silhouette images have been shown of the new SUV to date

BENTLEY'S first electric model will herald a new design direction inside and out for the British brand when it's unveiled late next year.

A smaller SUV sibling to the petrol Bentayga will hit roads during the first half of 2027, and Bentley CEO Frank-Steffen Walliser told Auto Express that, while not completely revolutionary, the styling will surprise. "A new car should take a little bit of time; if you like it immediately, it loses excitement relatively quickly," he said. "If it needs a little bit of time to get familiar with it from different angles, and after a year you are still excited to see different things, then it went right."

Although described as a bigger step than previous new Bentleys, the "first part of the transition of Bentley" won't be a complete reinvention. "People should recognise the Bentley behind it; it should make steps, but keep the DNA so you recognise elements of Bentleys [from] the past."

Walliser said the new car's styling will influence replacements for the Bentayga, Flying Spur and Continental GT later in the decade, and told us that the upcoming electric model will introduce a new and more tech-laden interior. Bentley's boss revealed that the cabin will be a big step forward in terms of the driver interface, and "everything you can see and touch". There won't be a purge on buttons, but a new touchscreen system will allow more tech to be packaged.

"With the technology, you have more possibilities so you need a user interface that can handle it," he said. "With Bentley, nobody is pushing to get all of the buttons out of the car; some cannot be replaced by a touchscreen. [It] is helpful for the navigation system, for example, but you don't want to have a lot of buttons to navigate through; it must be direct access and easy to understand."

Although Walliser wouldn't be drawn on pricing, range or battery technology, he did reveal that it will be "north of 100kWh" – a powertrain likely to be shared with the electric Porsche Cayenne due this year. He emphasised the importance of charging speed, though, with a 10 to 80 per cent battery charge target of under 20 minutes. "We're aiming for the Champions League of charging", he said, with speeds of 270kW likely where ultra-fast charging infrastructure is available.

The Bentley EV will be built in the UK and use the PPE platform shared with Porsche and Audi, with no ICE or hybrid version planned.

FRANK-STEFFEN WALLISER Bentley CEO

"A NEW CAR SHOULD TAKE A BIT OF TIME. IF YOU LIKE IT IMMEDIATELY, IT LOSES EXCITEMENT RELATIVELY QUICKLY"

Atelier Edition marks Bentayga's birthday

THIS year marks a decade of the Bentley Bentayga, so to keep it feeling as luxurious as you'd expect, a new limited edition has joined the line-up.

The Atelier Edition introduces new paint finishes and interior combinations, with five Mulliner legacy exterior colours to choose from: Light Onyx, Rubino, Porcelain, Quartzite and Light Emerald, along with a brand-new additional colour – Obsidian Crystal.

Step inside and you'll be greeted by a unique welcome light sequence, plus Atelier Edition sill plates. There's also standard Harmony Diamond quilted upholstery, a five-seat Comfort Specification layout and Bentley's three-chamber active air suspension called Dynamic Ride, along with rear-wheel steering. These are accompanied by self-levelling wheel badges, a 'jewel' filler cap and ambient lighting with Bentley Diamond Illumination on the doors.

Other exterior details include unique badges on the front wing, plus a satin finish to the 22-inch alloys and trim on the rear wing, and front and rear bumpers. There's also a subtle tweak to the grille, with vertical chrome vanes and a second matrix-style grille behind.

What you can't have with the Atelier Edition, however, is the famous W12 engine; this is now consigned to the history books.

Instead, the Atelier Edition comes with a twin-turbo V8 or a hybrid V6. Pricing hasn't been revealed, but expect the Atelier to command a significant premium over the £170,000 cost of the standard model.

future design language

AEX OFFICIAL

GOING Tesla's website says just over 30 new Model S and Xs are for sale in the UK

Tesla Model S and X axed in UK

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THE Tesla Model S and Model X are being pulled from the UK, with the current stock set to be the last examples that'll come to our shores.

The Model S was launched here 11 years ago in 2014. It not only established Tesla as a proper car manufacturer, but it also paved the way for the countless premium-brand electric cars available today, such as the Porsche Taycan and BMW i5.

The closely related, gullwing-doored, seven-seat Model X did the same thing for electric SUVs. It reached the UK in 2016, and within a couple of years, the Jaguar I-Pace, Audi Q8 e-tron and Mercedes EQC arrived to try and steal some of the Tesla's thunder. Now, a new electric SUV seems to be launched almost every other week.

Importantly, the Model S and Model X are being removed from sale in the UK, which isn't that surprising, because the pair have only been available in left-hand drive here since 2023, when the new, heavily updated versions of cars finally arrived.

At the time of writing, there are 24 new or ex-demo Model Xs available on Tesla's website, fewer than 10 factory-fresh Model S cars listed.

However, while the Model S and Model X are being axed in the UK, it doesn't mark the end for the pair. In fact, it appears that both will be getting more updates later this year.

Tesla's vice president of engineering Lars Moravy told the Ride the Lightning podcast: "I think the upgrade the Model S and X got a couple of years ago was bigger than most people thought, in terms of architecture and structure, and the cars got a lot better too.

"But we'll give them some love later this year," he revealed, "and make sure they receive some of the stuff we've been putting in the Model 3 and Model Y."

> **"WHILE THE MODEL S AND X ARE BEING AXED IN THE UK, THIS DOESN'T MARK THE END FOR THE PAIR"**

'Virtual' queues for company's Superchargers

ONE of the bugbears still surrounding EV motoring is charging, and specifically waiting times. But Tesla is looking to tackle this issue by piloting 'virtual queues' at its Superchargers.

Tesla has said the virtual queuing system would be tested from the spring, at "selected sites". The American company did confirm it would implement a "wider rollout this year if feedback is positive".

Details on how the queuing system will work are unconfirmed but we expect it to be within the Tesla app or in-car system.

It should remember drivers as they enter the station, to avoid arguments about who's next in line. Despite this, the brand said less than one per cent of its Supercharger users experience a wait.

GB 25 UKR
GB 25 RUS
GB AS25 HOL
GB TO25 ERR

DVLA says '25' looks like 'SS'

DVLA cracks down on naughty new numbers

MARCH is here, so in what has become an Auto Express tradition, we've put together a list of some of the naughtiest number plates that the DVLA deems too rude for the road.

Every March and September, the DVLA issues new numbers, featuring an 'age identifier' – in this case, '25'.

It may seem entertaining – we'd be lying if a couple of the registrations below didn't elicit a snigger from members of the Auto Express team – but it's something the DVLA takes very seriously.

The organisation holds two meetings per year to ensure that no plates go into circulation that it believes "may cause offence, embarrassment or are considered to be in poor taste".

The main concern for this most recent set of registrations is the number '25' which, if you squint hard enough, can look a little like 'SS'. This has led to some rather fruity combinations like 'TO25 ERR' and 'AS25 HOL' not making the cut. The DVLA also wants to avoid people using their cars to promote certain political issues, with '25 RUS' or '25 UKR' also being withheld for obvious reasons.

‘NO ROLE FOR HYDROGEN’

Chris Rosamond

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CLIMATE CHANGE COMMITTEE’S ANNUAL REPORT IS DISMISSIVE OF

NEARLY 80 per cent of drivers must be driving EVs by 2040, but there’s “no role for hydrogen” on the roads, according to the latest advice from the UK Climate Change Committee (CCC).

The CCC is a statutory body of environmentalists charged with setting out a pathway to reach the UK’s 2050 net-zero commitment via its annual ‘carbon budget’. Its advice has previously been adopted, but the CCC’s view that hydrogen should have no place in the UK’s strategy to decarbonise roads is meeting resistance from within the car industry, which is forging ahead with hydrogen-fuelled developments.

Indeed, some of the biggest players are making huge investments. “Toyota, globally, has just announced development of a third-generation fuel cell system, as part of its continuing efforts towards realising a hydrogen society,” a UK spokesman for the Japanese company told Auto Express, adding that the tech is suitable for both commercial vehicles and passenger cars.

That sentiment was echoed by a spokesman from BMW UK, who commented: “We view FCEVs as complementing our other electrified powertrains. In the long term, we are convinced that a second emission-free drive system variant will make sense. Support for the use of green hydrogen in the transport sector is an important step on the road to climate-neutral mobility and hydrogen can act as a clean energy carrier to help to reduce carbon emissions in the transport sector.”

BMW also confirmed it has emphasised the importance of hydrogen refuelling stations in its response to the Government’s recent ZEV consultation. “We see a well developed and accessible [hydrogen] infrastructure network as key to enabling a successful shift to zero-emission transport,” our source said.

Similar views were expressed by Mike Hawes, chief executive of the Society of Motor Manufacturers and Traders. He said: “The transition to zero-emission transport should take a technology-neutral approach, allowing all technologies and fuels – including hydrogen – to form part of the decarbonised future.

“Many manufacturers are investing in hydrogen for the UK and European markets, and it could have a significant role to play for hardest-to-electrify applications, such as certain HGV and off-highway use cases.

“The UK must also consider adjacent market strategies given the importance of cross-border traffic, especially freight, and that means investing in relevant infrastructure to enable free-flowing traffic movements irrespective of technology,” said Hawes, referring to the European Commission’s strategy of rolling out significant hydrogen refuelling infrastructure across Europe.

The CCC’s seventh annual carbon budget, published on 26 February, also predicted that the falling price of EVs after 2026 will contribute to a rapid acceleration of take-up, but said incentives must be provided.

The report claimed the transition will be “propelled by the falling cost of batteries, which allows electric cars to reach price parity with comparable petrol-electric and diesel cars by 2026 to 2028. After this point, EVs will be cheaper to buy and run, making them the clear choice for many buyers and allowing sales to accelerate beyond the minimum levels set out in the zero-emission vehicle mandate.

“Market mechanisms improve incentives to take the action required and provide a consistent basis for markets to grow and competition to develop. Examples include the zero-emission vehicle mandate and the clean heat market mechanism,” it continued, adding that for both EVs and heat pumps, there is evidence of significant misinformation about their reliability and cost.

“Effective, trusted public engagement is important to address this,” the report said. “For example, 30 per cent of people wrongly see electric cars as being expensive to run and maintain, and 40 per cent wrongly believe that electric cars are no more environmentally friendly than petrol or diesel cars.”

PLUGGING IN
By 2040, the CCC says that more than 80 per cent of drivers should have electric cars

MIKE HAWES Chief Executive, Society of Motor Manufacturers and Traders

> **“THE TRANSITION TO ZERO-EMISSION TRANSPORT SHOULD TAKE A TECHNOLOGY-NEUTRAL APPROACH, ALLOWING ALL TECHNOLOGIES AND FUELS – INCLUDING HYDROGEN – TO FORM PART OF THE DECARBONISED FUTURE”**

HYDROGEN HIGHWAY
BMW and Toyota are both forging ahead with fuel cell plans despite the committee’s resistance

IN EV TRANSITION

FUEL CELL TECH, DESPITE MAJOR CAR INDUSTRY INVESTMENT

£120M BOOST EXTENDS PLUG-IN VAN GRANT INTO 2026

THE Government has responded to calls to back incentives for electric van sales, by extending the plug-in van grant for another year, until 2026.

According to the Department for Transport, the grant has helped to sell over 80,000 electric and zero-emission vans since its launch, and £120million has been allocated to extend the scheme.

We are still waiting for the Government's response to its consultation over changes to the ZEV Mandate, at which point we'll know whether it's listened to pleas from industry and the Climate Change Committee to boost incentives for electric cars as well. The plug-in car grant, which offered taxpayer-funded cash to EV buyers, was axed by the previous Government in 2022, while the plug-in van grant for business users was due to end this year. Industry and climate campaigners will be hoping the stay of execution indicates a change of mindset at the DfT and the Treasury over the controversial question of whether taxpayer cash should be handed to buyers who can afford new EVs.

Either way, van buyers – along with cab drivers and wheelchair accessible vehicle users – stand to benefit from the extended plug-in van scheme.

EV BUYERS ARE QUIDS IN, SAYS NEW REPORT

Experts assessed 50 electric cars

EV drivers save an average of almost £6,000 over the course of ownership compared with either a petrol or diesel car. That's according to a study by ElectricVehicles.uk, which evaluated 480 different scenarios across typical four-year and five-year terms of ownership for new and used vehicles, respectively.

The electric car advice site took into account mileage and how and where the car was charged, across 15 new and 35 used electric models. And it found that in four years, new-car buyers in 2025 would save an average of around £7,785 over an equivalent petrol model.

The study shows that 97 per cent of buyers charging at home save money, thanks to huge EV discounts and the rock-bottom cost of plugging-in at a wallbox.

However, this drops to just 60 per cent of owners without home charging who drive 5,000 miles a year – and to 46 per cent if they cover over 10,000 miles.

EVUK also found that 80 per cent of used EVs are cheaper to buy than an equivalent petrol variant. However, used owners only save an average of £3,440 over five years – again largely dependent on overnight top-ups.

Those able to use a wallbox can save more than £5,000 across five years, according to EVUK, and while it does say those without a driveway can save money, the organisation's methodology involves using slow, rapid and ultra-rapid chargers, which may not reflect every owner's usage patterns.

FIRST FOR DRIVES

24 **TESLA MODEL Y**
Updates make EV better to drive

26 **BMW iX M70**
SUV is more appealing than ever

28 **CUPRA LEON ST**
Spanish estate packs a punch

Vauxhall Mokka Electric

FIRST DRIVE Minor facelift and new tech keep big-selling small SUV competitive against rivals

Richard Ingram

Richard.Ingram@autoexpress.co.uk

ESSENTIALS

Vauxhall Mokka Electric Ultimate 54kWh

Price: £36,270 **On sale:** Now
Powertrain: 51kWh battery, 1x e-motor
Power/torque: 154bhp/260Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 9.0 seconds/93mph
Range: 249 miles
Max charging: 100kW (0-80% in 30min)
Size (L/W/H): 4,150/1,987/1,534mm

AEX THE Vauxhall Mokka may not be a household name in the same way as its Astra and Corsa siblings are, but it's still an immensely important model for the brand. It's a regular fixture in the UK's top 10 best-selling cars, with its wide choice of powertrains giving it an edge in a hotly contested part of the market.

Yet barely a week goes by without a new B-segment SUV joining the ranks – either from Europe or, more likely these days, China. To keep things competitive, Vauxhall has treated its popular Mokka to a subtle nip and tuck, plus a set of tech revisions, for 2025.

The styling is broadly unchanged, with the external tweaks limited to a reprofiled bumper and a new three-block lighting signature front and rear. The EV gets an updated alloy wheel design and there are a few new paint options, including the gloss metallic Colibri Blue (a £700 option) of our test car. But the second-generation Mokka was always a smart-looking thing, so it makes sense not to have messed with the aesthetic all that much.

Inside, all versions now get a 10-inch central screen with wireless Apple CarPlay and Android Auto. It's a robust system, and held our connection faultlessly during the time we spent with the car, even if the screen itself isn't the most responsive or easy to navigate. The main display sits next to a fully digital instrument cluster and within Vauxhall's 'Vizor' instrument panel; both are bright and easy to read.

Elsewhere, there's a new steering wheel, which is slightly flatter and squarer than before, with redesigned buttons that are intuitive enough to use on the move. The centre stack still features easy-to-operate rotary climate controls, although there are now fewer physical buttons below the main screen. We didn't find this an issue, however.

Vauxhall says the fabrics used are now recycled, and quality, in general, is pretty good – certainly for a car in this class. The seats are comfortable enough for 150 miles or so; any more than that and you'll have to stop and charge, anyway.

We tested the latest Mokka on a cool day (five to seven degrees) with occasional rain, returning efficiency of around 3.7-3.8mi/kWh. That translates to about 190 miles of range (versus an official rating of 249 miles), or a little less if you're sitting at a constant 70mph on the motorway. The

ON THE ROAD
Revised Mokka feels little different to pre-facelift car, but that's no bad thing. It's an undemanding – if ultimately a little unexciting – car to drive

optional £400 heat pump is a very worthwhile investment, although it's probably best to see the Mokka as a capable urban runaround that's suited to an occasional long run if the need arises.

We emphasise the word 'occasional' there, because the Vauxhall's unchanged 100kW peak charging speed means that while a zero to 80 per cent top-up should take just 30 minutes, it lags behind newer models such as the Kia EV3 (150kW) and forthcoming Skoda Elroq (175kW). The Mokka's ▶

new 54kWh battery will easily charge to full on a 7kW home wallbox overnight, however.

There is, as mentioned, still a choice of petrol and hybrid variants – each with around 130bhp, the latter with a little electrical assistance and an automatic gearbox. We've not sampled either in the Mokka, but have tried them in some of its Stellantis siblings and the base version should feel sprightly enough, while the hybrid is moderately more efficient, claiming up to 57.8mpg. The EV will be the smart choice for business users or those who can charge at home on an off-peak energy tariff.

On the road, the new Mokka doesn't feel hugely different. It's still relatively grown up, and holds its own on most surfaces and road types. In 'Normal' mode it has enough power for 'normal' driving; 'Eco' makes the Mokka feel quite lethargic, while 'Sport' can feel a bit jerky in its responses.

The 'B' mode ramps up the regenerative braking, and while it won't bring the car to a complete stop, it's strong enough to reduce dependence on the left pedal in town. Turn it off on faster roads and it'll still feed energy back into the battery when coasting, albeit with significantly less aggression.

Otherwise, the driving experience is pretty unremarkable. That's not such a bad thing, though – the Mokka is comfortable enough, perfectly refined in most cases, relatively controlled and easy to manoeuvre. A Ford Puma is more fun, and a Skoda Kamiq is more comfortable. But the Vauxhall is the kind of car you can hop in and drive, without much drama or surprise.

The same is true for practicality and boot space. Headroom is generous enough, but taller adults may struggle behind similarly sized drivers due to the inherent issue of having such a short wheelbase. The 350-litre boot (310 litres for the Mokka Electric) is pretty much par for the course, although the squarer tailgate and less-raked rear screen on a Peugeot 2008 do make the French car more versatile overall. The EV's moveable boot floor means there's room to store the charging cable, even if there's no extra space under the bonnet.

And yet none of this matters if the Mokka can't mix it with the best when it comes to outright value

PRACTICALITY There's plenty of room up front for two adults, and in the rear; boot space is par for the course

"The Mokka is comfortable enough, mostly perfectly refined, relatively controlled and easy to manoeuvre"

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EQUIPMENT All Mokkas now come with a 10-inch central screen, while fabrics used inside (above) are recycled. Entry-level Design car gets 17-inch alloys, while top-spec Ultimate (left) has matrix LED lights

for money. This top-spec Electric Ultimate model does look expensive on list price (£36,270), but the entry-level Design trim costs £31,420 with the same battery and motor, and still comes with much of the kit you'd consider necessary in this kind of car; LED lights, 17-inch alloy wheels, cruise control and those twin 10-inch screens are all included.

Of course, if you're not looking for an EV, the otherwise appealing petrol starts at £23,480 with a manual gearbox, so unless you're keen to slash your Benefit-in-Kind bill and run a Mokka as a company car, this will make a lot more sense. Upgrading to GS trim costs just £1,200 and adds a sportier look with a black roof and 18-inch wheels. You also get a reversing camera and tinted rear windows.

If you do want all the bells and whistles, Ultimate spec will tick a lot of boxes, however. It comes with matrix lights, keyless entry, heated seats and a heated steering wheel, additional ADAS features and built-in navigation for the infotainment display.

Vauxhall says a petrol-engined Ultimate is only around £50 more per month than a GS over four years, with a £2,000 deposit – although that rises to roughly £90 per month with identical EVs.

VERDICT ★★★½☆

THERE'S nothing particularly innovative, interesting or out of the ordinary in isolation, but myriad small changes add up to make the updated Vauxhall Mokka a better car than it was before. It's simple to drive, reasonably efficient and practical enough for small families, but this top-spec electric version is hard to justify alongside the cheaper trims and petrol powertrains – not to mention the swelling crop of affordable EVs coming soon.

Tesla Model Y

FIRST DRIVE Revisions make a big difference to electric SUV, although some of the older criticisms with the car still remain

Lena Trautermann

FOR many, the most exciting news about the facelifted Tesla Model Y concerns its price. Contrary to expectations, the heavily revised new car still starts at £44,990 for the single-motor standard range variant, yet offers a good level of standard equipment and few expensive option packages.

Design-wise, the Model Y takes inspiration from the polarising Cybertruck, which isn't available in the UK or Europe. The SUV's overall shape hasn't changed that much, but there's a full-width LED light bar at the front with separate headlights in the lower bumper, while to the rear there's another light bar hidden within the tailgate. The number plate has been moved to the bumper, too. That decision won't be to all tastes, but it certainly gives the now five-year-old Model Y a fresh lease of life.

However, if Tesla wants to continue to expand its already wide customer base, the latest model needs to improve in one or two other areas. In particular, weaknesses in the chassis and steering were criticised on the outgoing car, with the Model Y suffering from a stiff ride and relatively poor refinement levels. According to the firm, these have now been addressed, and on the basis of our first drive in an early production car in Germany, the tweaks have been broadly successful.

We tried the top version with 444bhp, all-wheel drive and the long-range battery. Tesla remains silent about the specifics of the power pack, but a figure of 78.4kWh seems to be commonly accepted. In terms of range, that means a maximum 353 miles, according to WLTP figures.

After just a few miles behind the wheel, it becomes apparent that the chassis is now more balanced compared with its predecessor. It's still taut, but while the pre-facelift Model Y dealt with every little bump straight away, the newcomer irons them out with noticeably more confidence, thanks to revised suspension at the front and rear.

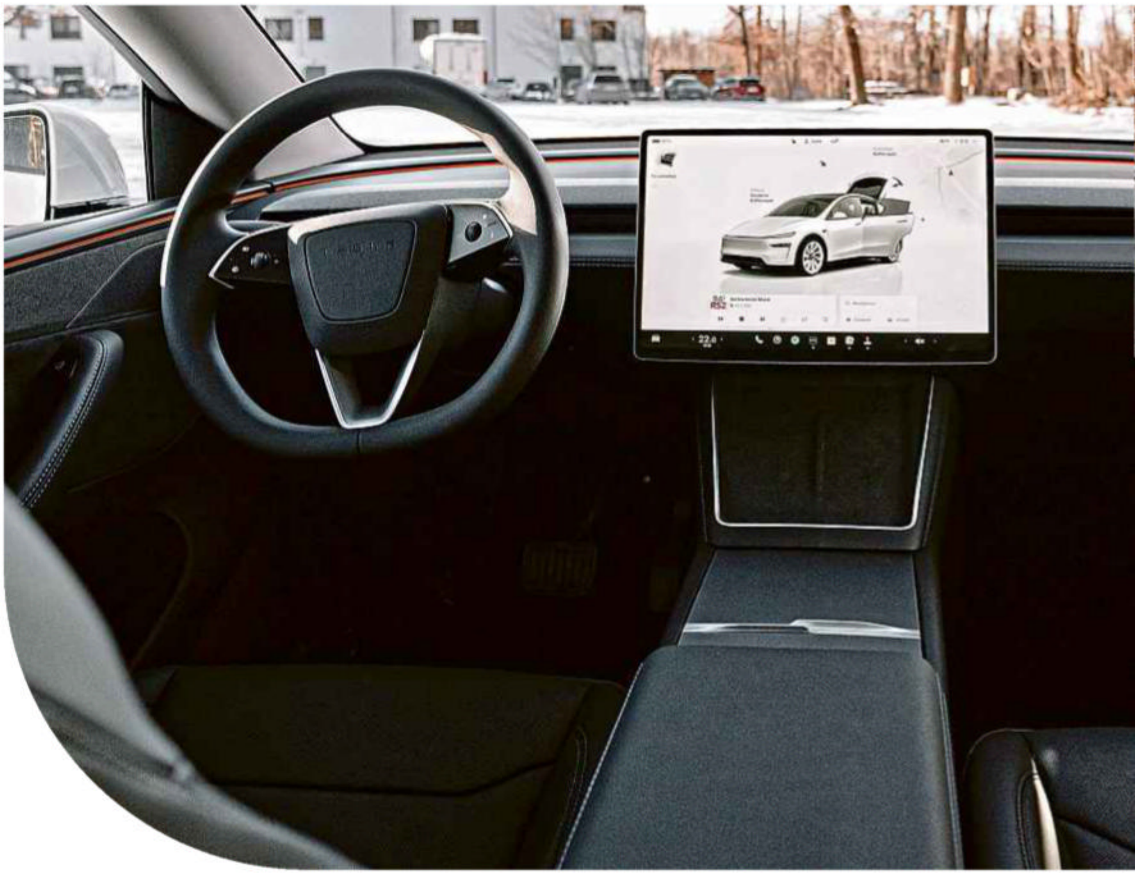
At the same time, the Model Y is more stable and the ride feels safer and smoother, especially when driving quickly on main roads. The steering has also been revised; while it was previously too twitchy for many people, it's now more composed, yet still pleasantly direct, ensuring the driving experience is sufficiently sporty for a car of this type.

The improved sound insulation boosts refinement, and therefore comfort. Where the old Model Y let in significant wind noise at higher speeds, you are noticeably better isolated from the outside world in the updated version. This is made possible by new materials and some extra padding inside, but also by special glazing that absorbs noise better.

The facelift has seen Tesla say goodbye to the classic gear selector on the steering column, too. Instead, the forward and reverse gears, plus park, are selected using touch gestures on the central display. This sounds like it might take some getting used to, but in practice it's surprisingly quick and intuitive, especially when manoeuvring.

One lever that did survive the revamp – unlike on the latest Model 3 – is the indicator stalk, and that works in typically Tesla fashion, with a quick tap enough to activate it. The car then decides when it should be switched off again. Most of the time this works well, but on the odd occasion – for example

"On the basis of our first drive in an early production car in Germany, Tesla's tweaks have been broadly successful"



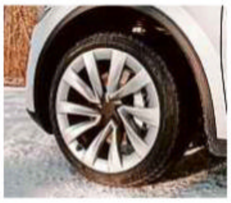
ESSENTIALS

Tesla Model Y Launch Edition

Price: £59,990 **On sale:** Now
Powertrain: 78kWh battery, 2x e-motors
Transmission: Single-speed automatic, four-wheel drive
Power: 444bhp
0-62/top speed: 4.1 seconds/125mph
Range/Max. charging: 353 miles/250kW
Size (L/W/H): 4,790/1,921/1,624mm

ON THE ROAD
Tweaks have improved the Model Y's steering, which now feels more sporty and composed than in the old version

> **"The updated Model Y ushers in many small but noticeable improvements that make the overall package more rounded"**



UPGRADED
Suspension revisions were apparent on our early production car, which felt more comfortable and stable than before

CONTROLS
The indicator stalk is still present – unlike on the Tesla Model 3 – but it can switch off too early in certain situations

when changing lanes twice in quick succession – it turns off too early. Tesla's Autopilot system is also still an optional extra, and as before it maintains speed and keeps the car in its lane, while monitoring the distance to the vehicle in front.

In practice, it does deliver a more relaxed way to travel, but there is an annoying peculiarity; if you actively intervene by moving the steering wheel, not only does the lane-departure warning feature switch off, so does the entire system.

Overall, though, the updated Model Y ushers in many small but noticeable improvements that make the overall package more rounded and better suited to everyday use. We will have a full drive of Tesla's newcomer on UK roads in the near future.

PRACTICALITY
The second row seats fold flat to increase the boot capacity to 2,130 litres. When they're in use, passengers get their own touchscreen

VERDICT ★★★★☆

THE new Tesla Model Y retains some of the quirks of its predecessor, and so comes with many of the same criticisms. But there are also lots of small improvements that make it a more comfortable and refined package. To our eyes, it looks smarter than before, too. Thanks to the fact that pricing is unchanged, it remains an attractive BEV option.

Alex Ingram
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IF there's been a breakout of itchy scalps in the R&D centres of Audi and Mercedes since 2021, we suspect the BMW iX is to blame. The Munich brand's flagship SUV not only managed to beat its rivals for comfort and refinement, but could handle like a car that weighs half a tonne less, too.

The atmosphere must have been so awkward in Ingolstadt and Stuttgart that you'd have been able to hear a pin drop. Or you would have, had it not been for all that head scratching from the engineers...

Now, nervous teeth-chattering might be about to join that constant background noise, because the iX has been treated to a mid-life refresh which aims to take things a step further – quite a feat when the Mercedes EQE and EQS, plus the Audi Q8 e-tron were already struggling to keep up.

It's fair to say that the alternatives from Audi and Mercedes look a touch less polarising, though, and BMW hasn't decided to tone down the iX's bold face in its latest iteration. The front grille has gained new detailing, but still keeps its rodent-toothed shape, which can now be highlighted further on models with an illuminated grille surround. The headlights have also gained revised graphics that look slightly sharper than before.

In the range-topping M70 iteration driven here, the iX is even more menacing. The new front bumper has huge vertical strakes at its extremities to further emphasise an already significant width, while the lower front bumper treatment apes the design found on the latest M5. Things are a little cleaner around the back, with the M70 gaining a mock diffuser. Dramatic-looking 22-inch wheels fill the chunky arches nicely, and there's also a range of new exterior colours to choose from.

Inside, the iX's concept car-like cabin was already a high point, and not much has been messed with. There are some new material options, and the M70 gets a three-spoke steering wheel in place of the two-spoke one that it had previously, but otherwise it's the same clean look, complemented by slick infotainment tech. It's not short on space for people in the back, although some rivals offer greater capacity than the iX's 500-litre boot.

But the key changes come under the skin, with a range of upgraded powertrain and battery options. A new base model, the xDrive45, replaces the previous 40, adding 81bhp to now deliver 402bhp. This knocks a second off the old car's 0-62mph time, achieving the benchmark in 5.1 seconds.

More important is the new battery on board, which sees the capacity of the entry car climb by 30 per cent to 94.8kWh. In addition to new inverter technology for the electronics to improve efficiency, plus a range of other measures including low rolling-resistance wheel bearings and tyres, it means that the xDrive45 is capable of up to 374 miles of range on the WLTP cycle – 40 per cent more than the outgoing car.

ESSENTIALS

BMW iX M70

Price: £114,205 **On sale:** Now
Powertrain: 108.9kWh battery, 2x e-motors
Power/torque: 650bhp/1,100Nm
Transmission: Single-speed automatic, four-wheel drive
0-62/top speed: 3.8 seconds/155mph
Range: 373 miles
Max charging: 195kW (10-80% in 35min)
Size (L/W/H): 4,965/1,970/1,695mm

EASE OF USE The iX will be one of the last BMWs to use the rotary iDrive controller, while gear selector toggle is simple to operate

Above it sits a new xDrive60 model. Compared with its predecessor, it's up by a more modest 15bhp (now at 537bhp) and reaches 62mph half a second sooner than the 45. It gains a larger battery, with a 109.1kWh usable capacity promising a WLTP range of 435 miles. The xDrive45 charges at up to 175kW, while the xDrive60 and the M70 can hit 195kW.

That M70 gets a fairly serious powertrain, too. Its twin-motor set-up offers 650bhp, along with a mind-bending 1,100Nm of torque; the same torque figure as the outgoing M60, but with an extra 31bhp to play with. Engage launch control, and it'll throw its hefty kerbweight – all 2,580kg of it – from 0-62mph in a mere 3.8 seconds.

On the road, it feels every bit as quick as those numbers suggest, and that acceleration feels all the more surreal when there's so little drama going on elsewhere. This is one of the quietest, most refined cars money can buy, after all.

The iX's party piece, however, is how it can combine this performance and refinement without feeling all at sea through the corners. On the challenging, twisty roads that snaked into the hills around our Barcelona test route, the weight felt no more unwieldy than a mid-sized executive saloon would in most situations. Four-wheel steering, air-suspension and, in the case of the M70, M-specific tuning for the anti-roll bars, steering and brakes, make it feel incredibly agile for its size.

"The iX's party piece, however, is how well it can combine this performance and refinement"

We can't really comment on the ride until we drive it in the UK, because Spanish roads are generally smoother. However, initial impressions suggest the M70 won't be too different from the outgoing M60: still comfortable, but not as silken as standard iX models.

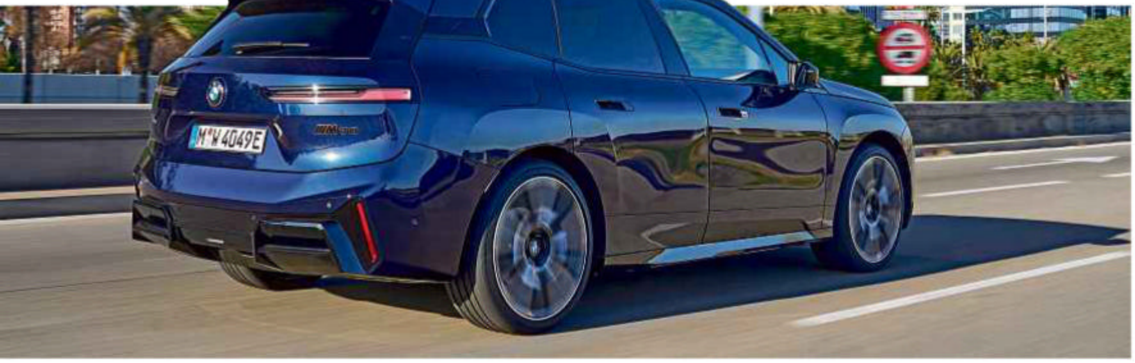
Likewise, we'll have to reserve judgement on the promised efficiency improvements, because our twisty test routes weren't particularly conclusive. It's fair to say that frugality wasn't a former iX strong point, so any improvement is welcome.

Prices for the xDrive45 start from £75,305 and while that's a little up on its predecessor, the significant boost in range makes it justified. It's lower than the other options in the range. You'll need to do lots of long trips to justify the extra range of the xDrive60 given that it starts from £93,105, while the M70 costs from £114,205. Considering that the compromised EQE SUV starts at a similar price, the BMW is more appealing than ever.

BMW iX

FIRST DRIVE Mid-life revisions make electric SUV more appealing than ever

ON THE ROAD
Despite a huge kerbweight of 2,655kg, the iX handles and performs like a smaller, more agile car



FUTURISTIC LOOKS
The 2025 revisions aren't too extreme, meaning that the iX combines its striking concept-car looks with a new illuminated grille surround

VERDICT ★★★★½

EVER since its launch, the iX has blown away rivals with its ride, handling and refinement, and this remains the case with the new version, which has a healthy dose of extra range and performance. The dynamics are astounding – a car this big and heavy has no right to drive so well. But the base xDrive45 model is £30,000 cheaper, and that's where our cash would go.

ON THE ROAD The Leon ST is refined under normal driving conditions, but delivers plenty of fun and performance when you turn up the wick

Jordan Katsianis

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LAST year, Cupra's Leon hatchback and ST estate models were given substantial updates to more closely align them to their more esoteric range mates, the Born and Tavascan.

Yet thanks to the Leon models' comparatively conservative design and a lack of an EV option, they seem to have been sidelined somewhat. But to write them off would be a mistake, especially on the evidence of the new Leon ST TSI 333.

As is tradition, sitting somewhere near the top of the Leon ST range is a high-powered four-cylinder petrol model with an all-wheel drive system. The difference here is that Cupra has been given access to the Volkswagen Group's latest hardware.

So while the EA888 powerplant is similar to the old engine, it now has the same 328bhp output as in the latest Golf R. This is a fair chunk more than the 306bhp it produced before, and takes it above the Mercedes CLA 35 Shooting Brake and BMW X1 M35, which could be considered key rivals. Torque is up to 420Nm, and drive is sent through a seven-speed dual-clutch gearbox that'll see 0-62mph dispatched in 4.8 seconds. Top speed is 155mph.

Like most cars in this class, the Leon's all-wheel drive system is front-biased, but as in the Golf R and Audi RS 3, the Leon also packs in the clever torque-splitter rear differential. This is able to overspeed one of the rear wheels to subtly help improve the car's agility, or less subtly, create a sense of oversteer when pushed.

Our mid-level VZ2 test car didn't have the VZ3's heavy-duty Akebono brakes or carbon-backed bucket seats, but the chunky discs and calipers do a great job of stopping the car's 1,651kg mass.

Inside, the 2024 update saw the infotainment screen upgraded to a 12-inch display. It works very well, with quick responses and a fairly clear menu structure. The heater controls are built into a static bar at the base, and shortcuts to various menus are permanently mounted to the top. On the screen itself, you can switch between the likes of Apple CarPlay and the car's native system with ease.

Space inside is good, but rear legroom is a touch tight in comparison with EVs of a similar size. In contrast, the boot has a huge 620-litre capacity – only just shy of a full-size SUV such as the BMW X5.

In normal driving, the engine is largely refined and smooth, and the standard-fit adaptive dampers do a great job, so despite occasionally thumping into potholes, the car is comfortable on the whole. Up the ante and you realise the 328bhp engine is particularly strong, giving a real sense of pace. The steering is well weighted and the body controlled, allowing you to drive with confidence at speed.

Select the full-house Cupra mode and you'll be presented with a slightly over-augmented soundtrack as well as a more aggressive shift

> "Cupra has been given access to the Volkswagen Group's latest hardware, and the Leon ST now has the same 328bhp output as the VW Golf R"

Cupra

FIRST UK DRIVE Spanish estate
plenty of practicality with some

Leon ST 333

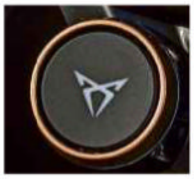
e is a sound choice if you're after understated high performance

pattern for the transmission and rear differential. The ride also tightens right up, but with a bit of fiddling in the driver modes you can mix and match the various active elements to great effect.

In Cupra mode the rear end will loosen up when you get on the power early in a corner, helping the nose turn in, thanks to that differential. With a bit of moisture on the road surface this will turn into more overt oversteer, all of which can be gathered up with a sustained push of the throttle.

These attributes make the Leon ST just as engaging as the more overtly sporting Audi RS 3 and Volkswagen Golf R, but the added practicality of the Cupra's estate body, attractive price and its demure design make it all the more intriguing.

The VZ2 spec's electric seats, leather trim and big diamond-cut wheels aren't exactly necessary, but the VZ3's performance goodies would be welcome if it weren't for that car's near-£52k price. However, at £44,905 for the base level VZ1, there are few more capable and entertaining cars on the road that will fit a baby buggy in the boot.



INTERIOR The seats are supportive and comfortable, while the trim is typical of Cupras: dark with a sprinkling of copper-coloured accents

ESSENTIALS

Cupra Leon ST VZ2 TSI 333

Price: £48,410

On sale: Now

Powertrain: 2.0-litre four-cylinder turbo

Power/torque: 328bhp/420Nm

Transmission: Seven-speed automatic, all-wheel drive

0-62/top speed: 4.8 seconds/155mph

Econ./emissions: 32.5-34.0mpg/188g/km

Size (L/W/H): 4,656/1,799/1,466mm

VERDICT ★★★★☆

IN contrast to the Cupra Leon ST's rather dreary appearance, this high-performance TSI 333 version is a joy to drive. Its charismatic powertrain and engaging chassis are paired with a well formed, practical estate body in this most unusually introverted Cupra. If you're looking for a fast, fun, under-the-radar daily driver, the Leon ST 333 is a strong option at a reasonable price.

FAST BRANDS

NEW SERIES #2 AUDI

LORD

Audi Sport is the brand

Tom Jervis

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IN THE BEGINNING

The origins of today's Audi Sport brand can be traced right back to the Auto Union Grand Prix cars that raced in the thirties (above)

IN the iconography of motorsport, success is often associated with a prancing horse or pony, or perhaps a silver three-pointed star. However, few emblems have found themselves on the bonnet of so many successful competition cars of varying types and breeds than the four sacred rings of Audi Sport.

Today, Audi operates under the motto 'Vorsprung durch Technik' (Progress through Technology) – yet much of the 'Vorsprung' over the past few decades has been the result of the 'Technik' derived from the brand's sporting division. As the company prepares to enter the pinnacle of motorsport next year with the formation of the Audi F1 team, we take a look back at the history of Audi Sport, get up close and personal with some of its iconic road and race cars and find out what's in store for the future.

A BRIEF HISTORY OF AUDI SPORT

In its current form, Audi has amassed fans and countless wins in several categories across motorsport, yet the beginning of its racing story is a rather uncomfortable one that began with the formation of Auto Union in 1932.

The Auto Union merger of Audi, Horch, DKW and Wanderer was the brainchild of the then German chancellor, Adolf Hitler, who announced two things at the 1933 Berlin Motor Show – the People's Car project, which would go on to spawn the Volkswagen Beetle, and also a state-sponsored racing programme.

In the years following, Auto Union saw success in Grand Prix racing, but the Second World War stopped its involvement with motorsport overnight.

It wasn't until Ferdinand Porsche's grandson, Ferdinand Piëch, joined Audi in the early Seventies that the brand began thinking about motorsport again. At the time, Audi lacked identity and had been experimenting with Wankel rotary engines to try to get ahead of the German competition. Even before the 'Vorsprung durch Technik' ad campaign of the eighties, pushing the very boundaries of technology was firmly instilled in the brand's DNA.

Yet the foresighted Piëch knew how the Audi brand could earn the credibility it so desperately desired: success in motorsport, specifically rallying. To showcase the potential of four-wheel drive in this space, chief engineer Jörg Bensinger took the Audi-developed Volkswagen Iltis truck for winter testing and demonstrated how, despite producing half the power of prototype turbocharged Audi 80s, it was able to pull away from them with ease.

> **"EVEN BEFORE THE 'VORSPRUNG DURCH TECHNIK' AD CAMPAIGN OF THE EIGHTIES, PUSHING THE VERY EDGE OF TECHNOLOGY WAS FIRMLY INSTILLED WITHIN THE BRAND'S MINDSET"**

After convincing Piëch with prototypes using the Iltis running gear raided from the VW Group parts bin and watching how modified Audi models were already seeing success through private entries into rallying and the European Touring Car Championship, the Quattro project – which until then was known as 'Development Order 262' – was given the green light. After a short pre-production period, the Quattro made its debut at the 1980 Geneva Motor Show, just months before the start of the 1981 rally season, equipped with a state-of-the-art permanent four-wheel drive system.

Yet, before any Quattro models could get down and dirty in the WRC, Audi needed to secure a change in the rules, because up until that point, four-wheel-drive cars were prohibited. In 1979, Audi convinced the FIA to amend the rules, with no one suspecting that a 4WD vehicle – which were then still seen as utilitarian workhorses – could ever be truly competitive. Boy, were they wrong.

When the Audi Quattro made its first rally appearance at the 1981 Monte Carlo Rally, it blew away the competition on the first stage, with Swedish driver Hannu Mikkola finishing a full minute ahead of the rest of the cars. The Quattro, unfortunately, failed to keep up this early promise for the remainder of the rally, but it was a snapshot of what was to come.

It secured three wins during its debut WRC season, including at the Sanremo Rally, during which Michèle Mouton became the first woman to win a world rally. It wasn't until the following year, however, that the Quattro truly asserted its dominance, with Audi Sport taking home the Constructors' Trophy and Mouton finishing runner-up in the drivers' championship.

Over a six-year period, the Quattro secured two drivers' and two constructors' titles, as well as three wins at Pikes Peak, courtesy of Mouton, Bobby Unser and Walter Röhrl.

Head of Historical Collection at Audi Tradition, Timo Witt, told Auto Express that the Quattro is

SPORT

TIMO WITT Head of Historical Collection at Audi Tradition

> "THE QUATTRO IS THE CAR THAT HAS ULTIMATELY HAD THE BIGGEST IMPACT ON THE AUDI SPORT BRAND"

OF THE RINGS

that put the Technik into Vorsprung and the four-wheel drive into rallying

RALLY HEROES The original Quattro, Quattro Sport and Quattro Sport prototype are among the WRC icons to be found among Audi's historical collection

FAST BRANDS

NEW SERIES #2 AUDI SPORT

ROLF MICHL Managing Director, Audi Sport

“THE AUDI SPORT BRAND IS IN A GREAT POSITION AS WE HAVE FINE COMBUSTION ENGINES AND VERY POWERFUL ELECTRIC ONES”

“the car that has ultimately had the biggest impact on the Audi Sport brand”. Chatting to us in the seat of the very first Audi Sport Quattro to be built – a 224-unit homologation special designed and made for the WRC Group B supercar series – he explained that since the Quattro, Audi Sport has continued to use motorsport as a method in which to turbocharge the success of its road cars, both in a metaphorical and literal sense.

Witt explained: “When we raced the TDI (diesel) version of the Le Mans-winning R10 Prototype back in 2006, there was a lot of development work in terms of high-pressure diesel injection systems, which eventually went into full production years later.”

However, it’s the quattro four-wheel-drive system – spelt with a lower-case ‘q’ to differentiate it from the car from which it derives its name – that has made its way into almost every subsequent Audi Sport road car, aside from the occasional outlier, such as the R8 RWD.

Following the Quattro, the first model to get the iconic ‘S’ Audi Sport designation was the S2 – a high-performance version of the Audi Coupé, this was envisioned as a spiritual successor to the Quattro. Perhaps more interesting, however, is the even more high-performance RS 2, which came just a few years later.

The RS 2 was developed as part of a collaboration between Audi and Porsche, at a time before the sports-car brand was absorbed into the VW Group. With Audi already assembling the 924 and 944 on Porsche's behalf, the Stuttgart-based marque tuned the Audi 80-based RS 2’s five-cylinder engine to produce 312bhp and gave it brakes, suspension, wheels and even wing mirrors from the 964-generation 911 of the time, which made the links between the brands obvious. There was also the option of unique RS Blue paint, which was offered on the RS 2 and no other Audi model.

Yet it was a partnership with a different sports-car maker that created what is arguably Audi Sport’s most iconic model yet, aside from perhaps the Quattro. Audi was yet to create a poster car, but that changed with the R8 in 2006.

With an exterior design almost identical to the Audi LeMans Quattro concept from the early Noughties and sharing many of its parts with the Lamborghini Gallardo (thanks to VW Group’s acquisition of the Raging Bull in 1998), the R8 was a revolution, its most iconic aspects being its contrasting side blades and, come the arrival of the Gallardo-derived V10 model in 2009, its full-LED headlights, which were an industry first.

As Audi’s new halo car, the R8 was a fixture on the bedroom walls of almost every young car enthusiast of the era and catapulted the brand into an era of sales success that peaked at more than 1.9 million units worldwide in 2023. Securing success in GT3 and Endurance racing plus appearing in some of the biggest film blockbusters, the R8 was a phenomenon and cemented Audi’s position as brand that could produce truly desirable performance cars.

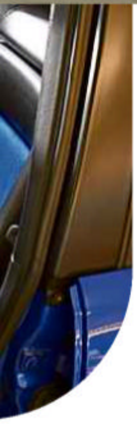
PIONEER
The short-wheelbase Quattro Sport was developed for rally homologation, sitting atop a chassis designed for forest stages

Sport quattro

WHAT IS QUATTRO?

QUATTRO is Audi's unique four-wheel drive system, pioneered by and fitted to the original Audi Quattro in the early eighties. It differed from other all-wheel-drive set-ups of the time, because rather than using a traditional transfer box, the first-generation system used two driveshafts: a traditional one for the front wheels, and another hollowed-out one, connected to a central locking differential, and powering the rear wheels.

The system has been gradually refined and improved upon over time. In 1987, for example, a torque-sensing central differential was added that, rather than distributing power 50:50 all of the time, could send as much as 75 per cent of power to either axle to provide optimum traction. Now, with the advent of Auto e-tron quattro models, power is provided by two electric motors, one sitting on each of the front and rear axles, with an electronic differential deciding where (or not) to send power.



RS ICONOGRAPHY
Unique paint, blue seat inlays and Porsche 964 alloys and mirrors define the original Audi 80-based RS 2

GAME-CHANGER
The V10 R8 redefined perceptions of Audi when it made its debut in 2006

FAST BRANDS

NEW SERIES #2 AUDI SPORT

quattro
only

> “CHARACTERISTICS WHICH DEFINE THE AUDI SPORT BRAND TODAY ARE LIKELY TO CHANGE IN THE FUTURE”

WHAT DOES THE FUTURE OF AUDI SPORT LOOK LIKE?

AS we move into a new era of electrification, a lot of what makes Audi Sport products stand out, such as five-cylinder engines or trick four-wheel drive systems, are set to disappear or, as is the case with quad electric motor all-wheel-drive set-ups, become the norm.

To find out what the future must live up to, we got behind the wheel of the newly updated Audi RS 3 which, in our opinion, is the closest thing on sale that channels the essence of the original Quattro. Looking past the admittedly funky customisable headlights and Virtual Cockpit, the RS 3 isn’t too far away from the Quattro’s philosophy of being a small, four-wheel-drive sports car that’s usable every day and has the performance to rival contemporary supercars.

Today, the RS 3 is the only car on sale in the UK powered by a five-cylinder engine. It emits a sonorously throaty burble that’s more exotic and emotional than the turbocharged four-cylinder units employed by rivals. In fact, throw it round a corner at speed, with the quattro system acting like an invisible set of rails to keep you from ploughing into a neighbouring field, and it’s pretty easy to feel like you’re Mouton or Röhrl.

Yet with the next generation of A3 expected to go fully electric, just how will Audi keep its heritage and DNA alive?

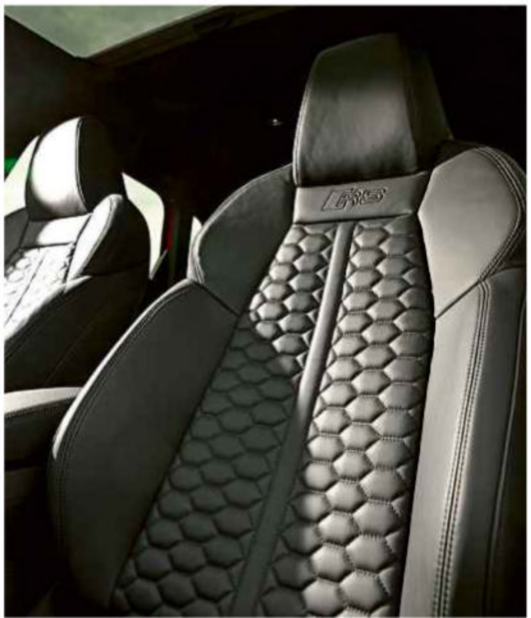
Rolf Michl is the managing director of Audi Sport and told Auto Express that his connection with the Audi brand goes back to his father, who owned an original RS 4 – a car that celebrates its 25th anniversary in 2025. Michl said: “The [Audi Sport] brand today is in a great position, because we have attractive combustion engines, like the five-cylinder, and very powerful electric ones”.

Michl added that characteristics which define Audi Sport cars today are set to change in the future, explaining that "while you will probably lose some of the aspects that are creating emotion today, such as sound, you will gain others, like greater lateral dynamics”.

Comparing Audi Sport’s vision with the likes of BMW M and Hyundai N’s approach of augmenting certain elements, such as engine sounds and gearshifts, Michl said that “like in motorsport, you have to find your own strategy”. Fake engine burbles are not the same as the unique synthesised sounds played through the speakers in the RS e-tron GT. Hot Audis, according to Michl, “need to remain authentic” and that “a copy of an element in another dimension would not be the future solution”.

So what's the next step for Audi’s line-up of S and RS cars? The company launched the aforementioned e-tron GT as its new electric halo car in late 2020, with Michl’s beloved RS 4 set to be reborn in spirit, if not name, with the new plug-in hybrid RS 5 later this year.

Addressing concerns around the undeniable weight challenges of hybrid and other electrical technology, Michl said: “You can’t eliminate a certain amount of weight, which is an obvious



ALL-TIME GREAT
The RS 4 is Audi Sport boss Rolf Michl's all-time favourite – he was involved in the car's development and launch programmes

MODERN TAKE
With its five-cylinder engine and traditional quattro all-wheel drive system, the current RS 3 (left) is probably the last of the breed

physical limitation. A car's power, drivetrain and suspension can [still] make for fun driving".

And he added: "Honestly, with all the power these latest technologies offer, you really won't feel the weight – even in terms of lateral dynamics, this will be more than compensated [for]."

Aside from this, future performance Audis will be very much design-led. We've already spotted test mules of the RS 5 sporting huge central exhausts and blistered wheelarches reminiscent of the original Sport Quattro. "A wide body is always a sign that marks an Audi Sport model," Michl says.

Whether the brand will be able to recapture the magic and once again stand at the forefront of performance car technology, though, is yet to be seen. Audi Tradition's Timo Witt reminded us that "aside from sharing the four rings, all Audis also share a passion for technology".

This will inevitably become the brand's core message. Michl hinted that the Ingolstadt marque is already in the conceptual stages of developing its next halo product. "It's very ambitious to continue an icon [like the R8] and make it new," Michl said. "[The] thoughts are there, but the future will definitely be electric."

Ultimately, while Audi's days as a boundary-pushing underdog may be well behind it, it's clear that the team at Audi Sport see the electric revolution and its entry into Formula One as the start of an era. "It's a new chapter," said Michl, "and it's a very tough competition. But it gives us a chance to prove 'Vorsprung' like we always did."

RS AND S: WHAT'S THE DIFFERENCE?

RS 6 was the second Audi to wear the badge

WITH powerful performance and just a letter to separate them at first glance, it can be difficult to tell the difference between Audi's line-up of S and RS models, but they are distinct.

An abbreviation for 'Renn Sport' (German for 'Racing Sport'), RS models are the best that Audi Sport has to offer, with chassis and engine upgrades over standard models. S or Sport cars, on the other hand, are more approachable alternatives in terms of both price and performance, still offering upgrades over the standard Audi fare, but optimised for the road, rather than the racetrack.

Other than by drilling down into the performance figures, there are a handful of easy ways to spot the differences between S and RS cars, apart from the badge on the boot lid.

S models typically come with quad exhausts, whereas RS vehicles are famed for their dual-oval set-ups. RS models tend to come with more radical bodykits, sometimes even with carbon-fibre accents. Finally, on the inside, RS cars get hexagonal stitching, whereas S models make do with a less elaborate quilted pattern.

That said, Audi's S models are still capable and can, sometimes, be our pick over the RS alternatives. The facelifted S3, for example, may not get the RS 3's five-cylinder engine, but its Golf R-derived four-cylinder still provides prodigious power. We also shouldn't ignore the fact that the S3 gets the RS 3's once-exclusive limited-slip rear differential, narrowing the gap between the two cars even further.

TOP 5 AUDI SPORT MODELS

Audi Sport Quattro
Audi R8 (Gen 1)
Audi RS 2
Audi RS 4 (B7)
Audi RS 6 (C8)

Pete Gibson

BEAUTY A TH

ALPINE
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AND E BEAST

ESSENTIALS

	Ford Mustang GT	Alpine A110 S
Price:	£55,725	£54,490
Powertrain:	V8, 5,038cc, 440bhp, six-speed manual	4cyl in-line turbo, 1,798cc, 278bhp, seven-speed auto
0-62mph:	5.3 seconds	4.5 seconds
Test efficiency:	23.5mpg	42.1mpg
CO2:	275g/km	152g/km
Annual VED:	£600	£600

Ford's Mustang and Alpine's A110 offer different approaches to the classic two-door coupé recipe. Will all-American brutishness win over French finesse?

FORD MUSTANG GT v

Classic V8 muscle goes toe to toe with clever turbo chic

IF you're in the market for a coupé right now, what matters most to you? Burly looks or race-car proportions? Brutish performance or delicate handling? A compact footprint or space for the family?

Well as it turns out, whatever floats your two-door boat, there are two near-identically priced options which take very different approaches to the coupé formula.

In the blue corner is the Ford Mustang. This marks the seventh generation of one of the most famous exhibits of American muscle – a true bruiser in all the best possible ways. But now it's packing more tech and refinements than ever before in order to give the best European sports cars a run for their money.

In the red corner is the Alpine A110. Parked beside one another, it might seem hard to draw any similarities between the two, but look closer and there are more than you might think. As with the Ford, the A110 sports retro design touches that nod to an iconic ancestor. And even if our rivals bring vastly different solutions in how to extract straight-line speed, the end results are remarkably similar.

But does one stand out more when it comes to making driving an enjoyable experience?

CONTENDERS

Ford Mustang

THE Ford Mustang has traditionally been a blue-collar hero – a car whose performance punches well beyond its price point. That's very much the case today, with lucky US buyers able to snap up a V8-powered GT for $42,860 (just under £34,000).

It's certainly more pricey in the UK – costing from £55,725 – but even at that figure, it's got an edge not only on most versions of the Alpine A110, but also the BMW M2, with only the basic four-cylinder Porsche Caymans costing less.

HEAD TO HEAD

ON THE ROAD

THESE cars are brilliant to drive in their own very distinct ways. The Ford blends the brutishness of its V8 with a surprising amount of precision, and especially long-distance comfort. The A110 feels so pure, from its steering accuracy, to its agility, to its composure over difficult roads; everything about its chassis feels beautifully judged. At a time when cars are growing ever heavier, the Alpine feels like a wonderful antidote.

TECH HIGHLIGHTS

NOWHERE are these two cars more different than in their powertrains. The Ford has a front-mounted 5.0-litre V8 producing 440bhp and sending its drive to the back via a six-speed manual gearbox. The capacity of the Alpine's mid-mounted 1.8-litre engine is less than half that of the Ford's, but it has turbocharging to compensate. It also weighs a featherweight 1,102kg – that's a whopping 702kg less than the Mustang.

PRICE AND RUNNING

IT'S not just the Alpine's handling that benefits from its low weight, it's really frugal on fuel, too. When running an A110 on our long-term fleet, we averaged nearly 35mpg – a very impressive figure for a car with the best part of 300bhp. That's better than the absolute best you can expect from the Ford, which although frugal for a V8 coupé, will generally be averaging an mpg figure in the mid-twenties.

s ALPINE A110

RETRO BRANDING

The Alpine A110 and the Ford Mustang names originally appeared back in the sixties, but now adorn thoroughly modern performance coupés

Alpine A110

IN all its forms, the Alpine A110 has proven that it will go down in history as a sports car great, thanks to its lightweight chassis, engaging handling and its wonderful driver feedback. It's a shame that it will only be on offer for another year (see Page 15).

The model pictured here is the mid-spec A110 S, which costs £67,490. But our pick of the range, the base A110, loses a little power relative to the S, but is priced at a point that sees it dip just below the Ford, at £54,490. The hardcore A110 R costs £91,490.

PRACTICALITY

THERE'S a clear winner in this category. Four usable seats, a big boot and plenty of interior storage make the Mustang a genuinely capable four-seat performance car. There are even Isofix mounts for fitting child seats in the back. In contrast, Alpine drivers have to compromise much more. There's strictly only space for two, and while there are front and rear boots, when combined they barely add up to half of the Ford's volume.

SAFETY

NEITHER car has been assessed by Euro NCAP yet. However, safety kit on the Alpine is fairly limited; there's a couple of airbags, ABS and stability controls, but otherwise it's down to the driver to keep things pointing in the right direction. The Ford Mustang comes with the latest suite of mandatory safety systems, including speed limit information (plus an alert when the limit is exceeded) and a lane-departure warning.

OWNERSHIP

FORD and Alpine's parent company Renault didn't fare too well in our 2024 Driver Power owner satisfaction survey, while both cars come with a three-year warranty. The Ford's fuel bills might not be the cheapest, but it is a car that at least tries to be considerate to your neighbours; a quiet mode avoids a big flare of revs on start-up to avoid bothering anyone on early starts. It's still loud, though.

IT'S always a tough task to reimagine an icon, but that is what Ford has done for the sixth time, in the shape of this new Mk7 Mustang. With buyers easily falling for its predecessor's looks, the aim was clearly to not tinker with the formula too drastically. The latest model is sharper, more menacing and more angular than the Mk6 generation, but it's still instantly recognisable as a Mustang.

At a time when so many cars are using turbos or electrification to improve efficiency, the Mustang has stuck with a big, simple V8 engine, driving the rear wheels only. As before, it's possible to buy a Coupé model or – for £3,500 more – a Convertible.

ENGINES & PERFORMANCE 4.7/5★

THE heart of any American muscle car is its engine, and the Mustang has a very big heart. The 5.0-litre naturally aspirated 'Coyote' V8 puts out a very healthy 440bhp in GT spec, or 7bhp more in the more focused Dark Horse. Of course, all that shove is backed up by plenty of torque, too, with the GT offering 540Nm. In GT form, that's enough to reach 0-62mph in 5.4 seconds, with the Dark Horse arriving at the benchmark 0.1 seconds sooner.

That isn't far shy of the 473bhp offered up by the BMW M2 – and that car costs nearly £12,000 more than the Ford; the BMW doesn't sound as good, either. Even when you're plodding along in traffic or gently cruising up to 3,000rpm before each upshift, there's a growl from Ford's engine, which constantly reminds you that you're driving something very special. Rev matching is very easy when changing down, but there is a switchable automated system that can do this for you, too.

Use all of the power that the Ford has to offer, and it begins to roar as it nears the red line. Some previous Mustangs have a slightly harder edge to their tone than the latest model, but there's still so much pleasure to be had from extracting everything that the V8 can offer. Upshifts need to be well considered during hard driving, because aggressive changes can cause the rear axle to spin up – especially in the damp. In a time of charmless turbo engines and electric powertrains, the Mustang never fails to put a smile on your face.

There is one very big exception to all of this, however, which is the automatic gearbox. The optionally available transmission has a baffling 10 speeds, and with so many ratios to choose from, the engine is never given the chance to extend itself. Each upshift is accompanied by a drop in revs so small that you'd be forgiven for thinking that there's a CVT gearbox hiding in the car, making that V8 feel completely flat.

Even if you seize manual control, there are so many gears that it's hard to keep up with which one you've chosen. Don't be tempted by the fact that the auto accelerates slightly quicker than the manual – if you need an auto in your performance car, look elsewhere.

ON THE ROAD
Whether you're on an open road, a motorway or in town, the Mustang hardly puts a foot wrong. We'd definitely avoid the automatic gearbox, though, and stick with the manual

DRIVING 4.5/5★

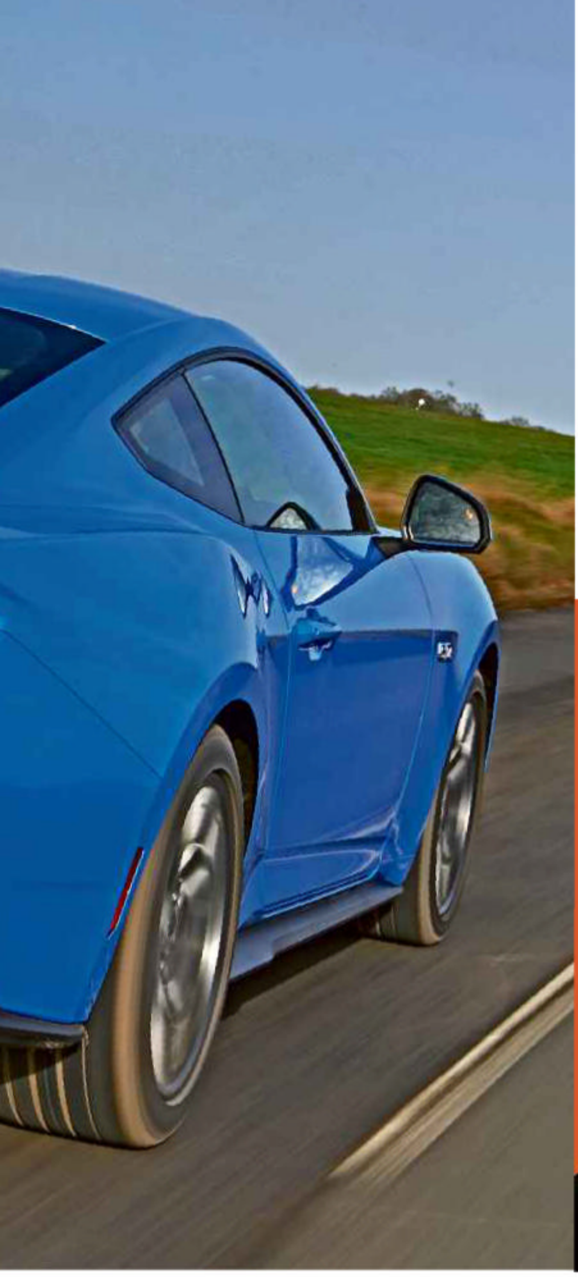
ON the road, the Mustang gets a lot of things very right – and very little wrong. Composed yet comfortable, exciting yet refined, Ford has settled upon a really well judged set-up.

AROUND TOWN Prod the round starter button at the base of the dashboard, and the deep burble from the V8 engine could leave some Mustang newbies feeling slightly intimidated about how tricky it might be to drive such a burly coupé. The first few miles behind the wheel, however, will ease their minds completely. While the clutch pedal and gearshift require some positivity, they're slick and precise to use. There's enough heft to reassure you that it's engineered to cope with the engine's torque, but it's significantly lighter than earlier Mustangs and its rivals from 10 to 15 years back.

That engine has so much grunt from low down that low-speed manoeuvres and plenty of traffic jam crawls can be carried out on just

FORD MU

Famous nameplate gets a more



MODEL TESTED:
Ford Mustang GT

PROS
- Wonderful V8 engine
- Poised chassis
- Comfort and refinement

CONS
- Awful automatic gearbox
- So-so cabin design
- Clunky infotainment

TESTER'S NOTES

THE Mustang's centre console houses what looks like a manual handbrake, but it's actually electric. By selecting an Electronic Drift Brake mode on the infotainment screen, the rear brake pressure is preloaded so that a tug on the lever locks the back axle to initiate a handbrake turn.

I drove the car on public roads, so I couldn't put the theory to the test, but I wasn't keen on the way the lever is sprung. Rather than gradually building resistance like a regular handbrake, it feels initially heavy with little effort needed after.

Alex Ingram
Chief reviewer

the biting point of the clutch – often there's no need to even tickle the throttle pedal.

A & B-ROADS The Mustang surprises on a twisty road, where there's a level of precision and delicacy to its chassis that gives some of the best European coupés a run for their money. The nose is keen to dive towards an apex, with steering that is well judged in terms of its response, weight and accuracy.

Body movement is fairly well contained, even on tricky roads. It's only when it's pushed very hard on the most challenging roads that the ultimate sharpness fails to live with a BMW M2 or Porsche Cayman – and its fairly substantial mass starts to reveal itself.

Grip and traction are impressive, while the overall balance is neutral. Almost too much so: for a V8-powered coupé, the torque feels pegged back at the lower reaches of the rev range, so it means that trying to adjust the mid-corner balance on the throttle has less effect than we'd like. The brakes are more than up to the task of hauling the car to a stop.

MOTORWAY For all its ability as a driver's car, the Mustang's credentials as a long-distance cruiser manage to exceed even those high standards – this is a model that really lives up to its GT billing.

Regardless of if you're driving around town or at motorway speeds, the ride is impressively soothing, which combined with the car's big, soft seats, makes it a very comfortable place to complete lengthy journeys. The gearing in

USTANG

aggressive look for its seventh generation

FEATURES
Mustang's 5.0-litre V8 engine (left) produces 440bhp and 540Nm of torque; the 408-litre boot (far left) is decent by class standards and boosts the Ford's practicality

> **"THE HEART OF ANY AMERICAN MUSCLE CAR IS ITS ENGINE, AND THE FORD MUSTANG HAS A VERY BIG HEART"**

sixth is very long, which means at 70mph the engine is pulling less than 2,000rpm.

MPG & RUNNING COSTS 3.5/5★

PEOPLE don't buy a V8 American muscle car expecting it to sip fuel like a Toyota Prius. In certain situations, the Mustang works its way through unleaded as keenly as you'd expect, and in even fairly free-moving urban traffic, expect low-twenties mpg at best.

But on more open roads, things improve. That torquey engine that makes motorway trips feel so effortless – and the long sixth gear that means it's barely ticking over at 70mph – ensures that it will achieve more than 30mpg.

Cruising range is harmed by its average-sized 61-litre fuel tank, and while 300-ish miles will be fine at a cruise, work the car harder and you'll be making regular fill-ups.

TAX Whether you're a company-car user or a private buyer, road duty for the Mustang is about as high as it's possible for it to be. From April 2025, VED rates are set to double across almost every band; with the Mustang's CO_2 emissions of 275g/km already putting it in the highest Band K, that will see its first year cost rising from £2,745 to £5,490. After that, the cost will be £600 a year.

INSURANCE Depending on which model you choose, the Ford Mustang line-up sits between insurance groups 43 and 46.

DEPRECIATION Residual values are fairly strong across the Mustang range. The GT Coupé is expected to retain roughly 56 per cent of its value after three years or 36,000 miles, while the GT Convertible will hold onto 53 per cent. The Dark Horse version looks set to resist depreciation the best, keeping 58 per cent of its original asking price.

INTERIOR & TECHNOLOGY 4.0/5★

BLENDING retro design and modern tech is a tough challenge, and in some areas the Mustang succeeds in this better than others.

DESIGN Ever-growing digital displays make the Ford short of the clear retro feel in some of its predecessors, but a chunky-looking steering wheel and lots of Mustang logos add some sense of occasion. The shoulder line of the windows is fairly high as you sink into the large, supportive seats, so you still feel snugly cocooned within something clearly sporty.

QUALITY Ford Mustang buyers have always had to concede some build quality in order to get a keenly priced coupé with a big engine, and while the new car feels reasonably well finished, there are still a few too many hard, cheap-feeling plastics dotted around to make it feel truly luxurious.

TECH AND INFOTAINMENT While much of the infotainment mirrors that of other Fords, the Mustang has a few unique menus. You can display auxiliary gauges on the touchscreen, to give real-time readouts for oil pressure, lateral G and battery voltage. Find a private road, and you can record your own 0-62mph attempts via the built-in acceleration timer.

The GT comes with a 10-speaker B&O sound system. Even though it's having to fight with the bass from the V8 engine, it sounds punchy and clear – better than the premium systems you'll get in a BMW M2 or Porsche Cayman.

PRACTICALITY 4.0/5★

WHILE practicality will never be at the forefront of a coupé buyer's checklist, those looking for a desirable performance two-door that has space for a young family of four would struggle to do better than the Mustang.

FRONT SPACE The high dashboard line and long bonnet add a sense of occasion to the Mustang's cabin, but the upshot is that judging the car's extremities needs careful consideration in tight spots. It's easy to get comfortable, though, because the seats are supportive. They also have plenty of adjustment, and so does the steering wheel.

REAR SPACE The Mustang's rear seats can be genuinely usable. Against the tape measure, while headroom is a little tight, the cut-out in the roof line at the leading edge of the rear windscreen means that it offers roughly the same space as the BMW iX2 coupé-SUV.

Predictably, it's knee space which is most at a premium, because if the driver's seat is set all the way back, it is touching the rear seat squab. But with an average-sized driver (or shorter), there's enough space to carry adults. The seats are very sculpted and supportive.

BOOT SPACE At 408 litres, the capacity is very reasonable for a performance car. The opening isn't huge, but the space is more than a metre long and almost one metre wide, so there's space for golf clubs, or even suitcases.

RELIABILITY & SAFETY 3.8/5★

THE latest Mustang hasn't been tested by Euro NCAP yet, but the latest model gets much more safety tech than its predecessor. A lane-keep assist system can be switched off easily via a button on the steering wheel, but the speed-limit warning system needs to be disabled via an infotainment sub-menu. The Mustang also has a system that alerts the driver if they're not holding the steering

INTERIOR SPACE

Leather-trimmed front seats (below) are supportive and comfortable, plus offer lots of adjustment to find the ideal driving position; the back seats (bottom) are also sculpted to cocoon passengers. Rear headroom is a little tight due to the coupé design, while knee room could be an issue if the front seats are set back

TESTER'S NOTES

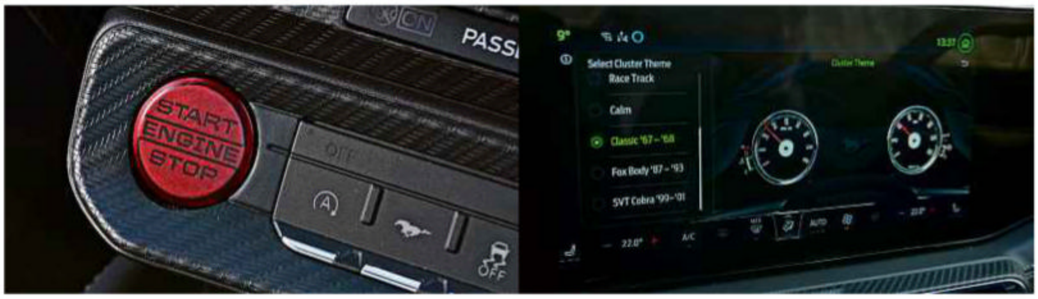
IN some ways, Ford has done a great job of bringing the Mustang's cabin into the 21st century while leaving subtle references to its past. For example, the digital gauges can be customised to show the driving information in many ways, with track mode offering a huge, horizontally scrolling rev counter.

You can even make your new Mustang resemble past models. Among the options are gauges aping those of the 1967 original, a 1987 Fox Body or even a 2000s-era SVT Cobra.

Alex Ingram
Chief reviewer

CABIN DESIGN
Ford has tried to keep some retro touches inside and even the digital dials can be configured to mirror older Mustangs'

> **"MUCH OF THE INFOTAINMENT MIRRORS THAT OF OTHER FORDS, BUT THE MUSTANG HAS A FEW UNIQUE MENUS"**


START ENGINE STOP
Select Cluster Theme
Race Track
Calm
Classic '67–'68
Fox Body '87–'93
SVT Cobra '99–'01
Cluster Theme

wheel. Our test car often failed to register that we had both hands on the wheel, and only a vice-like grip would satisfy it.

Owners ranked Ford 30th out of 32 brands in our 2024 Driver Power owner satisfaction survey. Among its results were 31st place in the ride and handling section and 27th in the powertrains category – so it's safe to say that those areas of feedback don't apply to the Mustang's excellent chassis and V8 engine.

WARRANTY 3.9/5★

ALL new Fords have a three-year, 60,000-mile warranty. There aren't many rivals to the Mustang that offer more comprehensive cover.

SERVICING 3.3/5★

MAINTENANCE costs aren't as cheap as most new Fords you can buy today. A three-year Ford service plan with a 7,000-mile annual mileage limit costs just over £1,000.

THE relaunch of Alpine as a brand was always going to be exciting. Reviving a manufacturer steeped in motorsport excellence and known for producing lightweight sports cars was a stroke of genius by Renault, and with many of RenaultSport's engineers – responsible for some of the greatest hot hatchbacks ever created – raring to go after the demise of hot Clios and Méganes, we were looking forward to the result.

And it sure didn't disappoint. The A110 instantly won us over with its fabulous driving experience; that motorsport-like double-wishbone suspension mated to a lightweight chassis makes it feel like it was designed specifically for UK roads. Over the years, the formula has been mildly tweaked and new variants have been launched – as has an endless stream of special editions – but the original formula has been maintained.

ENGINES & PERFORMANCE 4.6/5★

ON paper, some buyers might look at the 1.8-litre capacity of the Alpine's four-cylinder engine and be left underwhelmed. But it comes from good stock, because it's essentially the same unit that was fitted to the final-generation RenaultSport Mégane RS – a car that was never criticised for lacking straight-line speed. In base spec, there's 249bhp on tap, climbing to 296bhp for the rest of the range.

With that engine bolted behind the driver in a car that weighs just 1,102kg – around 200kg less than even the lightest Mégane RS Trophy R – in any of its forms, performance isn't in short supply. The base A110 can dash from 0-62mph in 4.5 seconds, and the most potent R model shaves half a second off that.

But it's the way in which it delivers that power that adds to the excitement. With so little weight to move around, the Alpine always feels eager to surge forward with even a gentle tickle of the throttle. As the engine reaches its boost, the car flies towards the horizon in a way that feels every bit as dramatic as its rivals. While the noise from a four-cylinder turbo is never going to be as exciting as a Porsche Cayman's flat six or the Mustang's V8, it's among the better examples of the breed – suitably rorty on acceleration without going over the top with childish pops and bangs from the exhaust, offering just a little turbo whoosh to add more character.

When the A110 was announced, we were disappointed to discover that there would be no manual gearbox option. However, we've long dismissed that as an issue, because the dual-clutch transmission used here is superb. Shifts are responsive both up and down the ratios, and it's also very smooth and easy to live with at parking speeds, with no unnecessary sharpness or jerkiness.

ALPINE
A110S
AL17 PNE

ON THE ROAD
Alpine is fantastic to drive on all types of surfaces, but its supple suspension and brilliantly calibrated steering mean it comes into its own on Britain's battered B-roads

DRIVING 4.8/5★

FEW cars deliver the purity and precision of the Alpine A110, whether the road is challenging or not. It's a truly superb driver's car, yet remains one that's approachable, too.

AROUND TOWN It takes barely 100 metres of driving the A110 to understand its strengths. The car moves off from a standstill feeling like there's no inertia whatsoever, and the steering, which is light, feels wonderfully precise. Its compact dimensions make it easy to place on the road, the turning circle is good, and a composed ride means it's also perfectly happy gently pottering around town.

A & B-ROADS Driving the A110 solely on urban trips would be missing out on what it's truly capable of, however – it's on a twisty B-road where it really shows its mettle.

There are few cars better suited to a UK back road; those compact dimensions once again come into play, but it's the suspension's ability to soak up bumps that steals the show. This enables the Alpine to flow along a tricky section of tarmac better than any of its closest rivals, remaining unfazed by mid-corner

ALPINE

Two-seater offers a real sense o

ALPINE
A110S

A110

f occasion as well as great dynamics

MODEL TESTED:
Alpine A110 S

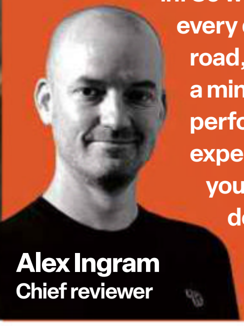
PROS
- Superb ride and handling
- Strong performance
- Low running costs

CONS
- Limited practicality
- Expensive at top of range
- Old-fashioned infotainment

TESTER'S NOTES

AT the top of the range sits the A110 R. Think of it as the GT3 to the standard Porsche 911 range; it removes weight, largely through the use of carbon-fibre parts extending as far as even the wheels, to add more focus.

While it's firmer-riding than the base A110, there's an extra layer of sophistication built in. So while it's a bit firmer to use every day, once it's on the right road, it's transformed into a mind-blowingly sharp performance car. It's expensive, but if you can afford it, it's definitely worth the extra.



Alex Ingram
Chief reviewer

bumps. The lack of mass has allowed Alpine's engineers to soften the suspension just enough to allow a touch of body roll – a useful indicator for the driver as to how much the car is loading up through the turns – while keeping things neatly under control when the road really gets challenging.

If anything, it's the base A110 that feels best suited to UK roads; the firmer S and R variants stiffen things up, which makes them more focused on smooth surfaces or tracks, but prevents them from riding quite so sweetly as the entry-level version elsewhere.

That light steering is also loaded with feedback, and can point the car towards an apex with barely a flick of the wrist. The balance is wonderful, grip is strong and the brakes manage to give plenty of confidence even after repeated, heavy use.

MOTORWAY One of the small compromises of the A110's light weight is that certain creature comforts are used more sparingly. Soundproofing is one such luxury that you'll struggle to find. Compared with a Ford Mustang or a BMW M2, the A110 isn't as peaceful inside at motorway speeds, but road and wind noise aren't much worse than you get in a Porsche Cayman. That composed ride also comes into its own here, because this is an impressively comfortable cruiser.

MPG & RUNNING COSTS 4.5/5★

WITH so little weight to lug around, the engine really doesn't need to work very hard

RALLY HERITAGE Competition cues include central sports exhaust (left) and distinctive driving lights (right), but come at the expense of practicality thanks to a tiny boot

ALPINE
AL17 PNE

> **“COMPACT DIMENSIONS COME INTO PLAY, BUT IT'S THE CAR'S ABILITY TO SOAK UP BUMPS THAT STEALS THE SHOW”**

in everyday driving. As a result, the A110 is impressively kind on your wallet at the fuel pumps – especially by the usual standards of a high-performance car.

When we ran an A110 on our long-term test fleet, we averaged 34.8mpg over the course of 12,000 miles. Lengthy motorway journeys can see that figure climb beyond 40mpg. There will be many drivers who will consider taking an A110 on a track day, and that light weight has its benefits there, too, because compared with a heavier rival like a BMW M2, the Alpine will be much kinder on its tyres and brakes.

TAX Low fuel usage translates into modest CO_2 emissions, which means for both private and fleet users, an A110 is cheaper to tax than pretty much any of its rivals – although a sports car with a price tag north of £50,000 still won't be a cheap option.

A price hike in VED from April 2025 will see the A110's first-year costs climb to £1,360, but that's still £2,000 less than the comparable figures for either a BMW M2 or a Porsche Cayman, and over £4,000 cheaper than a Ford Mustang GT.

INSURANCE Depending on variant, the A110's insurance groups range from 47 to 50.

DEPRECIATION The A110 resists depreciation admirably, regardless of which variant you choose. After three years or 36,000 miles, the estimated figures range from the S clinging onto just under 57 per cent of its original value, up to a residual value of almost 60 per cent for the base A110.

INTERIOR & TECHNOLOGY 4.0/5★

IT'S a little more sparse inside than some of its rivals, but that's one very small compromise you have to pay for the A110's light weight, which forms such a significant part of the driving experience.

FRONT SPACE Those stepping out of a BMW M2 or even a Porsche Cayman will no doubt find the A110's cabin a little spartan – but that's kind of the point when you consider the Seventies rally car it pays tribute to.

It has all of the features you need, with just one or two small luxuries thrown in. There are plenty of examples of Renault parts bin sharing here; the climate control panel is lifted from a Mk1 Captur and there are lots of other buttons familiar to the brand's cheaper models, but at least all of those controls are operated with physical switches, so they're rather easier to use than haptic touchscreens. The neat bank of toggle switches below the screen and array of buttons for the gear selector add design flair.

QUALITY You won't find many soft-touch plastics inside the A110's cabin, but it manages to make the most of its lightweight approach without feeling cheap and nasty. The steering wheel is nice to hold and is neatly trimmed in Alcantara in all but the base model. The steering wheel-mounted gear paddles feel solid and have a more pleasing action than in most rivals.

TECH AND INFOTAINMENT In a car where simplicity is one of its key selling points, the A110 isn't loaded with tech. However, Alpine's Telemetrics system can help to coach its owner to help them get the most out of the car. Standard on the S and the R and optional on the entry-level model, Alpine-Telemetrics allows the driver to monitor the car's vital statistics in real time.

PRACTICALITY 3.5/5★

A TWO-seat performance car is never going to deliver limo-like cabin space, but the Alpine's compact luggage areas are just about adequate for a few bags of soft luggage – that's as good as it gets.

FRONT SPACE The seat is height-adjustable, but not via a lever – you'll need to remove and refit a couple of bolts to relocate the seat into a higher or lower position, so it's not something you can do quickly between drivers.

Regardless of where it's positioned, your brain is initially tricked into thinking that you're sitting a little high; but this is because the base of the windscreen sits so low. It's a feeling that the A110 has in common with modern McLarens and the original Honda NSX and the benefit is that you get a brilliant view of the road ahead. Storage is very limited, however, with a small net and shallow door pockets about the full extent of the options for holding items in the cabin.

BOOT SPACE Long weekends away in the Alpine will need some investment in soft luggage and fairly light packing, because the 90-litre boot isn't just small, the opening is tiny, too. Fortunately there's a second boot up front, which at 100 litres is a little larger. The front boot is the place to store the weekly shop, while the back is for takeaways; due to the exhaust's proximity to the rear compartment, it tends to warm up once the engine is fully up to temperature.

RELIABILITY & SAFETY 3.9/5★

ALPINE didn't feature in our 2024 Driver Power customer survey, although the Renault Group's results overall were, it's fair to say, a bit mixed. While Renault itself as a brand finished a disappointing 28th out of 32, the

INTERIOR SPACE

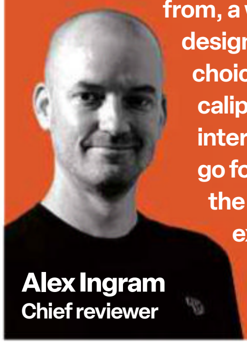
There are only two seats in an Alpine A110, but accommodation is pretty decent for driver and passenger. Stowage space is limited, though, with just a small net and shallow door pockets inside the car. While the Alpine has two boots, the total capacity on offer amounts to less than 200 litres

ALPINE
A110S

TESTER'S NOTES

ALPINE gives its customers a range of scope for customisation. While it's possible to go for all the usual muted greys that have become so popular on many new cars, A110 owners can inject a healthy splash of colour, too.

There are 24 exterior colours to choose from, a wide range of wheel designs, endless colour choices for the brake calipers, plus a range of interior material options to go for, too. I'm quite a fan of the red-on-red interior/exterior finish of this test car.



Alex Ingram
Chief reviewer

CABIN DESIGN
Being basic doesn't have to mean a car lacks a sense of occasion, and the Alcantara-trimmed Alpine is very much proof of this

> **"YOUR BRAIN IS TRICKED INTO THINKING YOU'RE SITTING HIGH, BECAUSE THE WINDSCREEN IS SO LOW"**

D
N
R
OFF
SPORT

Dacia Duster, which is built using mostly parts from Renault models, proved to be the most satisfying car to own in the UK according to its owners.

There isn't a huge amount of safety tech on offer in the A110, but you do get stability control, emergency brake assist, hill-start assist and a couple of airbags.

WARRANTY 3.9/5★
THE A110 is offered with a three-year/60,000-mile warranty, which is the industry standard.

SERVICING 3.9/5★
ALPINE'S dealer network isn't as widespread as those of Ford, BMW or Porsche, so keeping up scheduled maintenance could be more of a hassle than rivals, depending on how close you live to one of the brand's 16 UK locations. ▶

PRICES AND SPECS

	FORD MUSTANG	ALPINE A110
Our choice	GT	N/A
Price from/price of our choice	£55,725/£55,725	£54,490/£54,490
Petrol or diesel?	Petrol	Petrol

POWERTRAIN AND PERFORMANCE

Engine	V8/5,038cc	4cyl in-line turbo/1,798cc
Power	440bhp	296bhp
Torque	540Nm	320Nm
Transmission	Six-speed manual/rwd	Seven-speed auto/rwd
0-62mph/top speed	5.3 secs/155mph	4.5 secs/155mph
Fuel tank capacity	61 litres	45 litres
CO_2	275g/km	156g/km
MPG (WLTP)/range	23.5mpg/365 miles	42.1mpg/344 miles

DIMENSIONS

Length/wheelbase	4,810/2,719mm	4,510/2,680mm
Width/height	1,916/1,404mm	1,650/1,865mm
Boot space (seats up/down)	381 litres/N/A	90/100 litres
Kerbweight	1,804kg	1,102kg
Turning circle	12.2 metres	11.7 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£31,541/56.44%	£30,923/56.75%
Depreciation	£24,274	£23,567
Ins. group/quote/VED	43/£786/£600	47/£789/£600
Three-year service cost	£1,010	Varies
Annual tax liability std/higher rate	£3,916/£7,833	£3,763/£7,526
Annual fuel cost (10k/20k miles)	£2,343/£4,686	£1,831/£3,662
Basic warranty/recovery	3 yrs (60,000)/1 yr	3 yrs (60,000)/3 yrs
Driver Power manufacturer position	30th	N/A
Euro NCAP Adult/child/ped./assist/stars	N/A	N/A

EQUIPMENT

Metallic paint/wheel size	£800/19in	£840/18in
Parking sensors/camera	Rear/Yes	£385/£1,095
Spare wheel/Isofix points	Repair kit/2	Repair kit/No
Keyless entry & go/powered tailgate	Yes/No	Keyless go/No
Leather/heated seats	Yes/Yes	£3,315 (part of pack)/£375
Screen size/digital dashboard	13.2in/Yes	7.5in/No
Climate control/panoramic sunroof	Yes/No	Air-con/No
USBs/wireless charging	Yes/Yes	Two/No
Wireless CarPlay/Android Auto	Yes/Yes	Wired/Wired
Blind-spot warning/head-up display	Yes/No	No/No
Adaptive cruise/steering assist	Yes/Yes	Cruise/No

WHAT WE WOULD CHOOSE

FORD For £2,000, it's possible to upgrade to a set of Recaro sports seats. They're a lightweight alternative to the standard items, trading a little bit of squishy comfort for more lateral support – handy for making the most of that chassis.

ALPINE With rearward visibility at a premium, we'd suggest a couple of options to keep those sinewy lines looking pristine. A reversing camera is a pricey option at £1,095, but parking sensors at £395 are more reasonable.

INFOTAINMENT

Track Apps
12:42
Acceleration Timer
Brake Performance
Lap Timer
Launch Settings
Shift Indicator
Drift Brake
Line Lock
Launch Control
Rev Matching
AUTO

Ford Mustang 4.5/5★

SYNC 4 | KEY FEATURE: BUILT-IN AMAZON ALEXA

A HUGE 13.2-inch screen dominates the Mustang's dashboard and it uses the latest version of Ford's SYNC software, with some Mustang-specific content thrown in. Squeezing the bespoke features into the standard interface has added confusion, though; the My Mustang menu lets you customise colours and graphics for the dials, yet some other display settings are where they are in other Fords, which puts them in a completely different sub-menu. One positive with the Ford's set-up is that it's amazingly quick and easy to pair a Bluetooth device.

13:00
Phone
Connect
Apple CarPlay
User 1
No dev. conn.
Menu

Alpine A110 3.7/5★

ALPINE MULTIMEDIA| KEY FEATURE: APPLE CARPLAY

IT'S fair to say that the seven-inch display in the A110 isn't exactly the most advanced of its type – indeed, the basic interface is similar to that seen on previous generation of Renault's small cars. Don't expect glitzy graphics and instantaneous loading times here, then, because everything feels a bit clunky. Fortunately, it's possible to hook up a smartphone via Android Auto or Apple CarPlay, so things are much better if you leave your own device to take care of the navigation and music legwork.

> **"ONE OF THE POSITIVES WITH THE FORD'S SYSTEM IS THAT IT'S AMAZINGLY QUICK AND EASY TO PAIR A BLUETOOTH DEVICE"**

ALPINE A110 BEST FOR:
Dynamics. The mid-engined layout, suspension and feedback from its steering and brakes make the A110 one of the best drivers' cars you can buy

FORD MUSTANG BEST FOR:
Engine sound. You have to spend serious money on a new car today to find one whose motor has as much character as the Mustang's V8

RESULTS

WINNER ★★★★⯪

Alpine A110 S

AUTO EXPRESS
ROAD TEST
WINNER
ALPINE
A110
MARCH 2025
★★★★⯪

THE A110 remains the benchmark sports car on sale today. Low weight and compact dimensions are becoming ever-more scarce in modern cars, which only serves to further highlight the Alpine's strengths of sublime handling and composed ride.

But it's the feedback from all of the controls that helps to make any drive feel truly special. Better still, low running costs and strong residuals offer sensible reasons to back up its huge desirability, too. The A110 isn't long for this world in petrol form, so our advice is very simple: go out and buy one while you still can.

INTERESTED?
Scan the code to view the new Alpine A110s available now

RUNNER-UP ★★★★☆

Ford Mustang GT

THESE two coupés take very different approaches, but we feel that the A110 hits its brief ever so slightly better than the Mustang does. Despite this, the Ford is very easy to fall for, and there's so much to appreciate.

Few other new cars offer such personality from their engines, with a soundtrack that'll make you question if there's any point having a radio at all. However, that Mustang signature feature is backed up here by a chassis that offers both sophistication and comfort. Throw in two usable back seats and a big boot, and it'll be an absolute joy to live with.

INTERESTED?
Scan the code to check out new Mustangs in stock

TESLA
LC74 KZS

“MANY OF THE CLEVER SOFTWARE TRICKS HAVE ALL BEEN IMPLEMENTED ON OLDER MODELS”

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

FINAL REPORT

TESLA MODEL 3

We compare used with new as we say goodbye to EV

SIX months have passed since this 2019 Tesla Model 3 arrived on the Auto Express fleet, to find out how a six-year-old version has aged, and if it's still cutting edge.

The early Dual Motor Performance was a worthy companion overall, and left us with a good idea of how early Model 3s might feel now there are several on the used market.

To further our sense of how the car has evolved, we hunted down the equivalent top-spec Performance variant today, even to the point of finding one with the same Deep Blue Metallic paint finish, to compare them.

First, the positives... starting off with the powertrain, which is brilliant on both. Tesla knows how to calibrate EVs like few other makers, with a consistency and feel to the throttle and brakes, which makes driving much easier and more intuitive than in rivals.

The new Model 3 Performance hasn't picked up much more poke. In fact, the latest version produces 460bhp, only around 10bhp more than our 2019 model, so performance is pretty much unchanged. But the good news is that many of the clever software tricks, such as a configurable Track Mode, have all been implemented on older models via over-the-air updates. This includes the ability to vary stability and traction systems, and control torque split. Granted, most owners won't often delve into such toys, but for a 'Performance' model, they're nice to have.

What has changed is the chassis. Our Tesla isn't sophisticated to drive, with a firm ride, and despite running on conservative 18-inch wheels, a tendency to crash into potholes.

Drive the new car in isolation and you could be mistaken for thinking it's much the same, but tested back-to-back the impact of its revisions becomes clear. The adaptive suspension feels finely tuned, giving a more controlled – if not more comfortable – ride and a useful increase in body control.

The brakes feel more powerful – essential when you have so much performance – but are more resilient, which is reassuring. After a spirited drive, our car often saw the pedal reach the floor. The new Performance model's wheels, unique front end and revised seats definitely make it feel more sporty. Also impressive on both are their digital interfaces. The 15.4-inch screen and its software are unrivalled in ease of use and intuitive layout.

While some aspects, such as changing the mirror positions or opening the glovebox, are better served with physical controls, with time even the most technophobic of drivers will have no problem adapting to a more digital driving experience.

Tesla's Supercharger network is another major plus. It offers fast charging and reasonable rates, and they're easy to find on major commuting routes. This is in addition to the UK's wider charging network, which is constantly being expanded. The fact it's no more difficult than plugging in and letting it do its thing is another tick for the user experience. So if regular charging on the go is essential to your EV ownership experience, this is not to be underestimated.

Here's where the 'buts' come in, though. The interior has aged well, but the overall

PROS

Digital interfaces
Charging network
Performance

CONS

Hard ride
Not engaging
Image

MODEL TESTED:

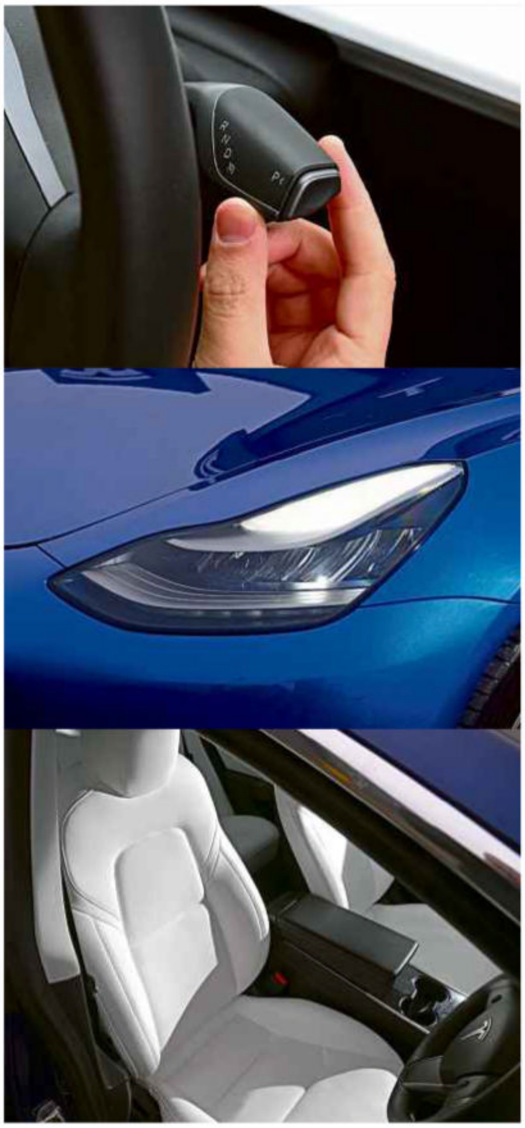
Tesla Model 3 Performance

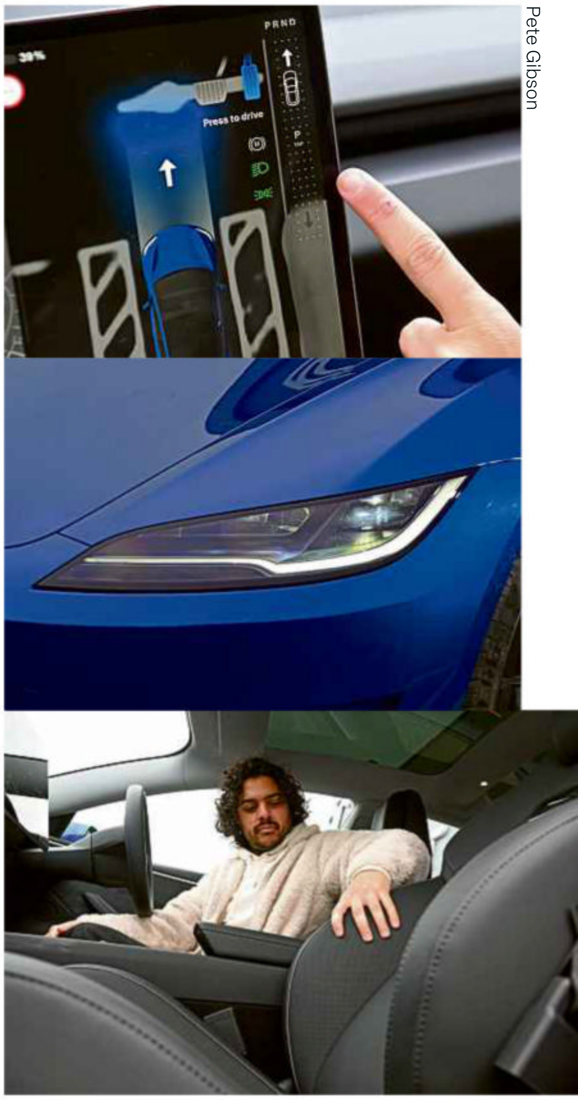
On fleet since:	August 2024
Price new:	£56,490
Price now:	£20,000
Powertrain:	75kWh battery, 2x e-motors, 444bhp
CO2/BiK:	0g/km/2%
Options:	None
Insurance:	Group: 50 Quote: £713
Mileage:	67,141
Efficiency:	3.4 miles/kWh
Any problems?	Creaky trim, frozen doors, battery drains in cold weather

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points

2019 MODEL

In our car, the gear selector works off a column stalk, while the curved headlights were seen by some as cartoonish. White seats lack support...





Pete Gibson

2024 CHANGES

...but buy a new Model 3 and you select gears via the touchscreen, the headlights are smaller and sleeker, and the sports seats far better

quality isn't great. Creaks and rattles have appeared, so I'm grateful that the excellent sound system can drown them out.

Our early model has no heat pump and was dropping charge overnight in the cold. While this is rectified in the new car, low temperature is still an enemy of EVs unless you plan ahead.

We also mentioned in a previous update that the doors can refuse to unlatch in icy weather; it's true that pre-warming the cabin is a useful way around it, but we have since been told by a reader that you're able to open the door via the app – a useful piece of advice.

In essence, the new Model 3 Performance is a superior car to the previous one, and while Tesla's not following the norm with a traditional seven-year life-cycle, there's a reason for people who own a Model 3 like ours to step up to a new-generation car. Those hoping for a wholesale change will be disappointed, though, and how long the Tesla will stay near the top of the class when BMW's new-era Neue Klasse, Mercedes' all-new C-Class and Audi's fresh A4 E-Tron all arrive in the next 24 months remains to be seen.

But there's a problem for Model 3s, and all Teslas, that sits outside of the actual car and its pros and cons. From a personal perspective, some close family members were looking at buying a £20,000 EV. When the Model 3 arrived, they had a poke around and felt it might be a great option, a notion that I wholeheartedly approved of. However, much has changed in six months and, quite simply, a Tesla is no longer on their shopping list – nor would it be on mine.

VERDICT ★★★★☆

THERE are lots of used electric cars that offer value for money and the Tesla Model 3 is one of them. It packs serious performance, is practical and still feels modern. Long-term build quality is questionable, and efficiency in cold weather is compromised, but this is offset by the vast Supercharger network.

SECOND REPORT

LEXUS LBX

Cool cab or rank outsider? We see how hybrid fares as a taxi

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

SO far, the LBX has been put through its paces as a motorway cruiser, an urban runabout and even as a van of sorts. That's given us a fair idea of its capabilities – but it's always a sensible idea to get the opinions of our passengers, too.

So now the Lexus is entering its taxi phase. The good new is that it already has suitable paintwork – if you live in New York – so some stickers and a roof sign were all it needed. Whether it has the other defining attributes to become a viable cab remains to be seen.

I took three of my tennis team-mates to a match in Grimsby, North-East Lincs, and the trip took around three-and-a-half hours in all – plenty of time for everyone to hopefully get comfortable in Lexus's compact crossover.

The first question I was asked about the car was how to close the boot lid. Now, if you're a courteous taxi driver, you'll probably open the boot for your passenger's belongings. I'm not, and unfortunately the electric boot lid proved a headache for every one of my three pick-ups as they instinctively tried to close it manually.

But the Lexus doesn't like it when that happens and halts proceedings, making sure you have to press the close button on the lid. A similar situation occurred when they tried to open the boot. You merely have to click the open button on the rear hatch and let it do its thing. But it's rather slow to open and close automatically, so there's a temptation to force it – which, infuriatingly, results in it stopping.

The next question is if the LBX is a pure-electric car, because when you set off, it naturally drives in EV-only mode. The illusion of electric running quickly dissipates though, because the throttle only needs the slightest nudge to awaken the three-cylinder petrol engine, even at very low speeds.

There were no qualms about powertrain refinement, perhaps not a surprise given that the taxi industry ran on clattery diesels for years – before the advent of quieter petrol-hybrids such as the LBX's distant relatives, the Toyota Prius and Corolla, which started to monopolise life on the cab ranks. With two six-foot men in the back seats, I was expecting a few groans about legroom, but there wasn't a peep out of my team-mates, so any excuses about cramping up before our game weren't allowed. The boot was easily big enough for four large bags, too – once my passengers had closed it, of course.

Later, the focus fell on the LBX's 'nanoe X' air-purification technology, because you can imagine the scent of four well-beaten tennis players and their belongings in one car. I'd already been amazed by the system when I picked up my 2ZZ engine (Issue 1,868), and just as it did then, the set-up worked wonders at fighting bad smells. It releases molecules of water through the air vents, which Lexus says deters "bad odours, acts against mould, and inhibits viruses, bacteria, pollen and

> "THE BOOT LID PROVED A HEADACHE FOR EVERY ONE OF MY THREE PICK-UPS, AS THEY INSTINCTIVELY TRIED TO CLOSE IT MANUALLY"

allergens”. It also claims to “prevent moisture evaporation to keep skin well hydrated”.

One thing that would be a big concern if the LBX was used as a taxi, though, is its fuel consumption. Its efficiency has improved slightly of late, to 48.6mpg, which is far from terrible, but we’re still a bit surprised considering our test of a mechanically similar Toyota Yaris Cross returned 64.7mpg. The LBX’s return wouldn’t be so bad if its fuel tank wasn’t a lean 35 litres – which combined with Lexus’s conservative estimates left us scrambling for a petrol station with fewer than 10 miles of range showing, despite at least five litres remaining when we filled up.

I’m hoping an upcoming service will boost the LBX’s fuel economy, but what I’m most looking forward to is a fix for the key, because the car recently lost its keyless start function.

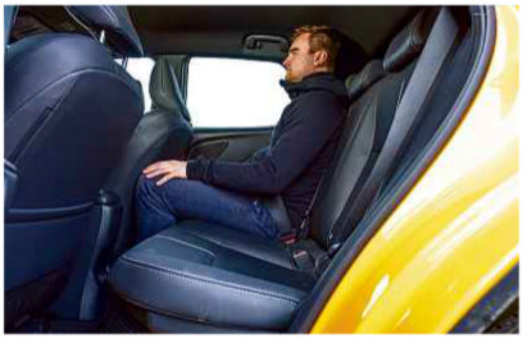
MODEL TESTED:
Lexus LBX 1.5 Takumi CVT

On fleet since:	Oct 2024
Price new:	£39,555
Powertrain:	1.5-litre, 3cyl petrol, 1x e-motor
Power/torque:	134bhp/185Nm
CO2/BiK:	107g/km/25%
Options:	None
Insurance*:	Group: 27 Quote: £639
Mileage/mpg:	4,449/48.6mpg
Any problems?	Key not working

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

CARRY-ON CABBIE

Our passengers appreciated the space on offer, but the LBX’s small fuel tank and average economy mean you wont see many with a ‘For Hire’ sign on the roof



PROS	CONS
Upmarket interior	Unrefined engine
Comfortable despite dimensions	Thirstier than expected
Lots of standard equipment	Almost £40k in top-spec form

VERDICT ★★★½☆

THE LBX played its part as a taxi convincingly, with my passengers appreciating the compact SUV’s practicality, and the interior quality you’d associate with a Lexus shining through. Its over-complicated boot lid would likely prove to be the LBX’s undoing if it was used a taxi, however. The average fuel efficiency remains a touch disappointing, too.

FLEETWATCH

CUPRA TAVASCAN

I TOOK my granddaughter out in the Cupra Tavascan for the first time recently, but I don’t have my own child seat, so I had to borrow one from her parents.

They have the BeSafe Beyond 360, which is super-versatile because it is suitable for children from six months to six years old; it can also be used both forward and rear facing, and with or without the base. I was worried it would be difficult to fit, but luckily it was a breeze.

The Cupra’s rear seats are spacious, so I had no need to move the front seat forward, even when I was using the base, which slipped into the Isofix fittings easily. Because I was only doing short journeys, I chose to fit it forward-facing so we could keep an eye on the occupant. Strapping her in was fairly straightforward and the padding was really supportive – which is just as well, because she ended up falling asleep within five minutes.

DAWN GRANT

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Cupra Tavascan	Issue 1,868
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Volvo EC40	New arrival

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VW Tiguan battles BYD Seal U for PHEV crown
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HOT HATCH HEAD-TO-HEAD
BMW M135 vs AUDI S3
All-weather performance cars do batt
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MINI CONVERTIBLE
NEW BENTLEY
2 x NEW HYUNDAI SUVs
VOLVO XC90 VERDICT
NEW KIA EV9 REVEALED
ALSO INS
25 STARS FOR 2025
NEW MC3

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ODA ENYAQ
OFFICIAL HONDA SUV
First look at firm's bold new 0 Series
DRIVEN NEW KIA EV3
Is bargain SUV now the one to beat?
PLUS Latest on Nissan merger plans
EN CORVETTE Z06 ● REVEALED NEW FACE OF BMW iDRIVE
zda sets sights on Tesla with 6e
market as it announces new rival for Model 3
NEWS
STYLING
New EV is identical to EZ-6, which is already on sale in China; 19-inch alloy wheels feature an efficient design to boost range
INTERIOR
Passengers have plenty of room front and rear; 14.6-inch touchscreen dominates dash
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15 January 2025 11

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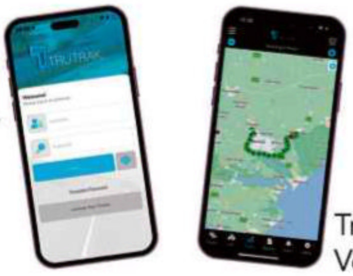

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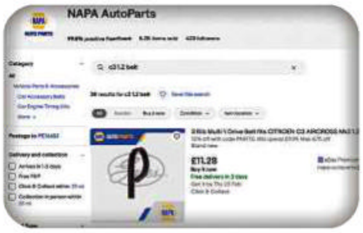
Auto Express MINI TEST 2022
WHAT CAR? BEST BUY GPS TRACKERS

Contact us **01206 482524 • sales@trutrak.co.uk**



59 **FIRST TEST VIOFO A329**
Dash cam has 4k resolution

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New supplier takes on rivals

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Which model will clean up?

PRODUCTS

GB
V015 YFW
NORTON WAY NISSAN • SG6 1BL

GB
V015 YFW
NORTON WAY NISSAN • SG6 1BL

LIGHT RELIEF
Reversee uses strips of LEDs that are fitted below a standard UK number plate, providing additional light to the car's standard reversing lamp

HOT KIT Reversee

Price: £45 with free shipping **Contact:** *reversee.co.uk*

IF your vision struggles when you reverse at night, a new British-designed product could help to light the way. Reversee is an add-on LED strip, which was designed by a mechanic with 40 years' experience. He was constantly being asked by customers if he could upgrade their cars' reversing lamps to improve performance.

Reversee's LEDs are said to provide far greater illumination and can be used in addition to a vehicle's existing lamp. The extra light is also claimed to provide much clearer parking camera images in the dark.

The unit fits under the rear number plate of any vehicle that has a standard 520mm x 110mm UK plate. It resembles a typical dealer-fitted frame and can be painted to match the car's bodywork.

A fixing kit includes sticky pads, cable ties, a grommet for the bodywork, screws with caps and electrical connections. Installation should be easy enough for a DIYer, with power taken from the 12-volt feed to the existing lamp. A £5 wiring extension kit is available for cars where the supplied two-metre cable is not enough to reach the supply.

Modern vehicles with a CAN bus or bulb-failure warning lighting systems may see the Reversee's LEDs as an extra power drain and throw up alerts, so a relay to fool the car's computer is available for an extra £10.

BOOKS

The Story of the Campervan

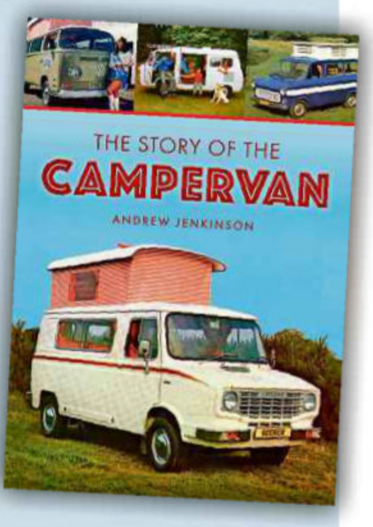
Andrew Jenkinson (Amberley Books, *amberley-books.com*) **Price:** £15.99 **Rating:** ★★★☆☆

IF you've ever been curious about the birth of campervan culture in the UK, this book is a good place to start. It covers the origins, from people simply sleeping in their estate cars, through to the birth of proper vans, such as the Dormobile, and up to the present day.

There's plenty of Volkswagen campers represented – the most iconic of the lot – but it's quite UK-centric, so you'll see an abundance of Bedford and Ford Thames imagery, too. There are also a few interesting facts – we learned about the birth of separate campervan speed limits, for example – but it's a compact book, so don't expect anything too in-depth.

This is felt most in the last chapter, which covers the near five-decades between the eighties and the present day in just a few pages. Considering the huge shifts that have been made during this time with great innovations in small campers, the birth of true 'van-life' culture and ever more sophisticated vehicles being launched, this feels rushed and like a bit of an afterthought.

The earlier decades are much more thoroughly covered and quite enjoyable to read, however. The production values are good, although some full-page photos would be nice to make the most of the excellent archive shots featured.



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FIRST TEST

Viofo A329 dash cam

Price: From £400 **Rating:** ★★★★☆ **Contact:** *viofo.com*

IF you are involved in an accident, getting the clearest possible images from a dash cam will be crucial to help make out details such as a registration number.

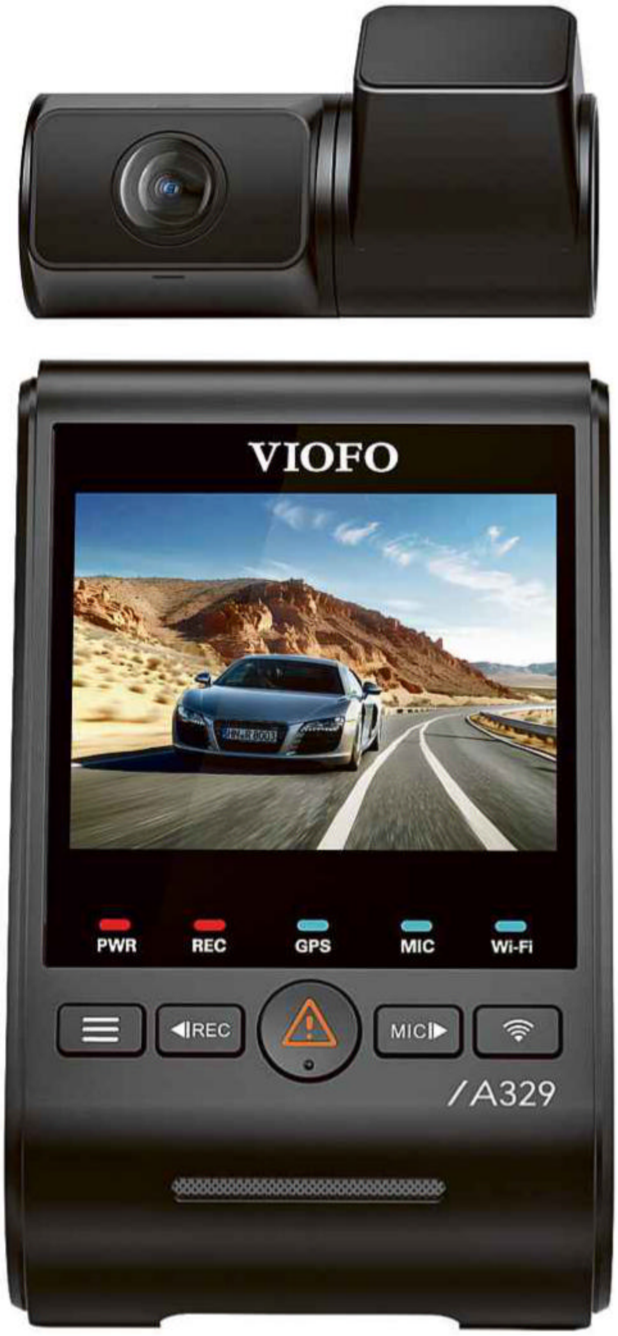
The new A329 from Viofo moves the game on with 4K image resolution at 60 frames per second (fps) – this is double the speed of any dash cam we've previously tried. It means that high-speed imagery is much clearer. This can be combined with a rear camera that records in 2K and at 30fps, which is a step up from the 1080P of most rivals.

As you might expect, this results in the best-quality footage we've ever seen in a test. And it's easy to view the footage on the Viofo app, which transfers files via built-in WiFi at speeds up to 30Mbps.

The sheer amount of data created by the video from both cameras at their highest settings means you will need to consider the way you store the files. Anything less than a 128GB SD card means you will be overwriting the beginning of your journey even on relatively short trips. The Viofo can accept up to 512GB, but budget for the best you can afford – a 256GB card costs £60. If you want to go really big and don't mind the extra wiring, the Viofo can even be permanently connected to an external hard drive.

Add in a few extras such as a hardwire kit and the Viofo's price will soon top £600. It's the best dash cam we've tried, but the price means its appeal is likely to be limited to serious professional drivers only.

PIN SHARP
The Viofo A329 looks as neat as the footage it delivers – but it comes at a hefty price



> **"IT HAS DOUBLE THE SPEED OF ANY DASH CAM WE'VE PREVIOUSLY TRIED AND THAT RESULTS IN THE BEST-QUALITY FOOTAGE WE'VE EVER SEEN"**

NEW PRODUCT

Continental EcoContact 7

Price: From £90 **Size:** Most popular sizes
Contact: *continental.com*

CONTINENTAL has unveiled new EcoContact 7 and EcoContact 7 S summer tyre ranges, which it says will boost efficiency and cut noise pollution by using technology from its all-season range – and from golf balls.

The EcoContact 7 series uses Continental's Green Chili 3.0 rubber compound, which cuts internal friction to reduce rolling resistance, helping to extend EV range or lower fuel consumption from traditional engines.

In a nod to the aerodynamics of golf balls, the tyre's Aerodimple structure uses a texture to minimise air turbulence. Golf balls are equipped with small dimples that reduce aerodynamic resistance, and the pattern on the sidewall reduces drag behind the wheel.

Meanwhile, the Silent Pattern tread design uses carefully chosen block spacing and angles to suppress sound frequencies at 30mph, improving refinement, especially for EV drivers.

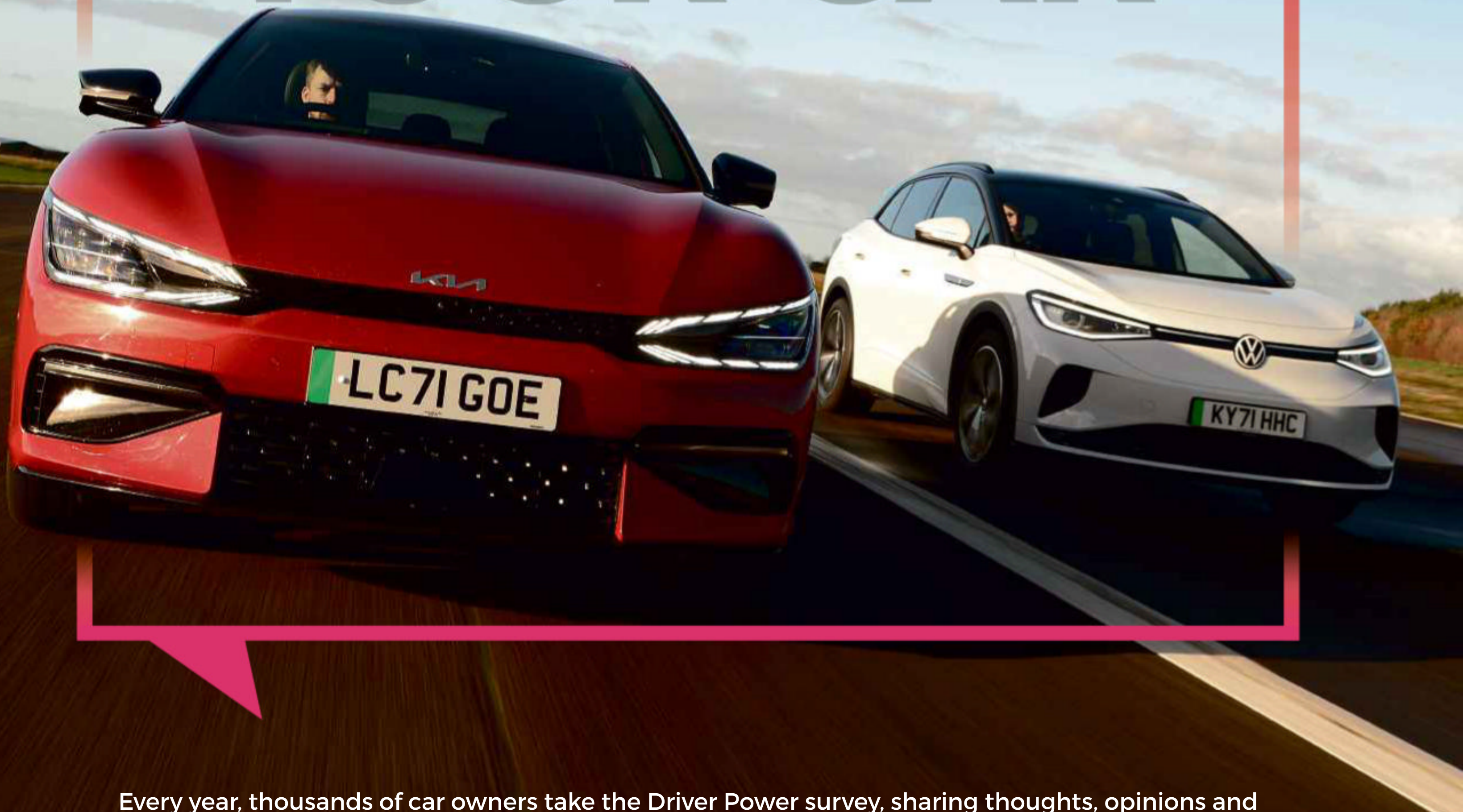
While the EcoContact 7 focuses on efficiency with its low-rolling-resistance compound, the 7 S variant prioritises wet grip and dynamic handling. It is also said to offer more steering precision.

Both tyres are available now, with prices starting at around £90.

DRIVER
POWER

The UK's No.1 car ownership survey

TELL US ABOUT YOUR CAR



Every year, thousands of car owners take the Driver Power survey, sharing thoughts, opinions and experiences of the cars they own and drive. This not only helps potential buyers, but gives feedback to manufacturers to shape the next generation of cars. The survey should take less than 10 minutes to complete and by taking part, you'll also be in with a chance of winning a £100 Amazon voucher.

TAKE PART TODAY AND TELL US WHAT YOU THINK!

Type **https://autovia.blueconic.net/s/b6I** into your browser or use the QR code to access the survey

MINI TEST

Craig Cheetham

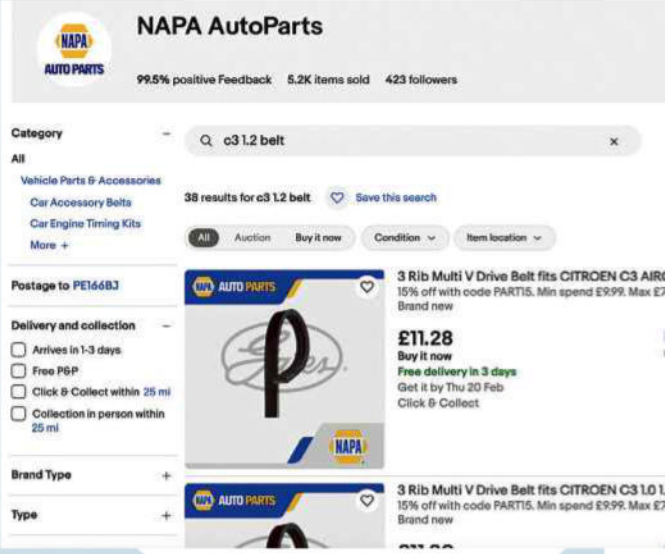
NO sooner had we put the UK's leading online motor factors to the test (Issue 1,865) than aftermarket supplier NAPA Autoparts announced a tie-in with the world's biggest online marketplace, eBay.

Using eBay's search and payment systems, the set-up makes it easy to source NAPA parts in one place. To test the arrangement, we gathered a 'basket' of parts typically needed for a major service – oil and air filters, an alternator drive belt, front brake discs and a track rod end – for five popular cars (Citroen C3 Airdream, Peugeot 207, Range Rover, Mazda MX-5 and Ford C-Max), averaging out the total price for our models and comparing it to the cost on two other sites. We also rated the delivery time, postage cost and ease of use for each outlet.

We found eBay's set-up competitive, but Parts In Motion remained on top.

eBay/NAPA
ebay.co.uk/str/napaautoparts

Basket price: £119.67 (£101.71 with March discount)
Delivery: Free, three days **Rating:** ★★★★½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Click & Collect
3 Rib Multi V Drive Belt fits CITROEN C3 1.0 1.
15% off with code PARTS15. Min spend £9.99. Max £7
Brand new

WE didn't include eBay in our most recent comparison of online motor factors, because in our previous 2023 test we'd found it expensive compared with its rivals. Plus the jumble of suppliers, brands and sources meant it was difficult to draw a fair or consistent comparison, due to constantly changing prices and stock.

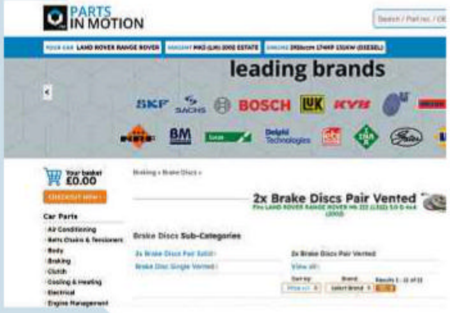
The NAPA Autoparts store on eBay changes that dynamic quite considerably, especially when you look at the prices. Although they're dearer than those on Parts In Motion, they were close enough to make the shorter delivery time and simple money-back guarantee hold appeal – not least because with eBay's PARTS15 discount code, which runs until the end of March, we got our near-£120 basket total down to £101.71.

TESTED Online parts suppliers

PARTS PARTNERS: With a new NAPA Autoparts store now available through eBay, we filled up our basket to see if it could take on the best

Parts In Motion
partsinmotion.co.uk

Basket price: £94.04
Delivery: Free, or £8.40 next day
Rating: ★★★★★


PARTS IN MOTION
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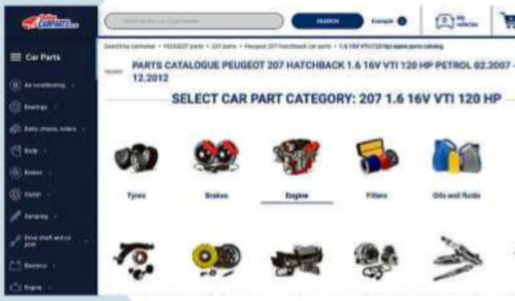
PARTS In Motion won our original test despite not being the easiest of sites to use – it's slow and clunky, and you have to go back to the home page to change vehicles. But it still came out on top because of its value for money, known high-quality brands such as Mahle and Febi Bilstein, no-quibble guarantee and free delivery, if you don't mind waiting up to five working days.

At £94.04, even against competitive discounting from eBay and NAPA, our average basket cost for Parts in Motion couldn't be beaten. For a user, it's not the best site, but it remains our Best Buy.

Online Car Parts
onlinecarparts.co.uk

Basket price: £114.20
Delivery: Free (over £140) or £8.45
Rating: ★★★★☆


Car Parts
PARTS CATALOGUE PEUGEOT 207 HATCHBACK 1.6 16V VTI 120 HP PETROL 02.2007 -
12.2012
SELECT CAR PART CATEGORY: 207 1.6 16V VTI 120 HP
Tyres
Brakes
Engine
Filters
Oils and fluids

THE Online Car Parts site is clear and easy to use, and although its price wasn't cheapest overall, it worked out as the least expensive for the Mazda.

There are occasional offers, but prices are pretty keen anyway and the site is easy to use, suggesting alternatives for each part. The delivery charge is at the higher end, but you get free postage via Evri if you spend over £140. eBay's partnership has pushed the basket costs close together, though, and the three-day free delivery and money-back guarantee swing second place to eBay/NAPA.

Ryobi RHV18F-0

AUTO EXPRESS
BEST BUY
2025

Price: £64.99 tool only (£119.98 incl. charger and battery)
Rating: ★★★★★
Contact: *uk.ryobitools.eu*

THIS is a no-brainer if you have other Ryobi ONE+ kit with its universal battery and charger, because the vac works really well in-car and topped the mat tests. Even if you have to buy the battery and charger, it still undercuts the home-and-car rivals.

Accessories are pretty basic, but it can be used on floors with an extension tube and floor tool alongside the well designed crevice attachment. Ryobi claims a 34-minute runtime with a 5Ah battery, and we had three of four bars showing on a 4Ah version after 10 minutes. It's noisier than most rivals, though.

Makita DCL180Z

AUTO EXPRESS
RECOMMENDED
2025

Price: £47.10 tool only (£108.49 incl. charger and battery)
Rating: ★★★★½ **Contact:** *makitauk.com*

THIS electric tool battery-powered Makita takes the runner-up spot by impressing in a similar vein to our winner. It is compact, light and its one speed is more powerful than the standard mode of more expensive rivals.

Accessories are limited, but the crevice tool works well, although having to hold the power button on is irritating. It easily made it through our 10-minute test with the supplied 3Ah battery, with three of four LEDs still lit.

Dyson Car+Boat

AUTO EXPRESS
RECOMMENDED
2025

Price: £249.99 **Rating:** ★★★★½
Contact: *dyson.co.uk*

DYSON'S latest has to narrowly give best to its less-expensive rivals in the top three. Unlike the other high-end vacs, it's compact and easy to move around one-handed in a car. It has a powered brush bar, a two-in-one brush and a wide nozzle, plus a well designed crevice tool that was one of the best at shifting our test mess.

The brand claims a 50-minute runtime and it got through the 10 minutes at maximum power in our test. While the Car+Boat is not cheap, it oozes quality.

Miele Duoflex HX1 CarCare

Price: £339 **Rating:** ★★★★☆
Contact: *miele.co.uk*

IF you need to use your car vac in the home too, then the Duoflex HX1 is our choice. It weighs a little under two kilos and its 60cm length means it works pretty well in the car with the supplied flexible hose. The vac still needs to be held because the hose is stiff, but tackling tight spots is easier.

It comes well equipped with accessories, including a wall mounting bracket and a choice of crevice tools. The Miele isn't cheap, but it works well.

CORDLESS VACUUMS

Can't use mains power? We put eight cordless vacs to the in-car cleaning test

Kim Adams

IF you cannot get mains power to your car, the next best option for a quick cabin clean is a cordless vacuum.

Advances in batteries and motors have seen cordless vacs go from the poor relation to the preferred option for many. They may not have the sheer grunt of a mains machine, but they are much more convenient, with no leads to tangle or trip over, plus are easier to carry to your car.

But those same advances have made cordless vacs viable options for using in the home as well – particularly when there's just a small spill to clear up – and that has seen prices rise.

So which is the one to grab when your cabin needs a refresh? We charged up eight cordless vacs to find out.

How we tested

AS makers shift their focus firmly towards home use, our testing was geared towards finding to find the ones that work best in a car.

We took a mix of sugar, salt, sesame seeds and split peas then saw how quickly each vac could shift a measured amount from a car mat. We did this with the crevice tool at standard and maximum power, plus used a brush, powered if supplied, at the latter setting. We also tackled the same mix in-car for 10 minutes on the highest strength. Ease of use, noise, weight, tools and versatility were assessed before price was factored in.

Beldray Airgo Cordless Vacuum Cleaner

Price: £117.99 **Rating:** ★★★★☆
Contact: *beldray.com*

YOU get a lot for your money with this Beldray unit at this discounted price. Even at the £139.99 full price, this is ideal if you're on a tight budget, but need a vac for the car and home.

It comes with 10 bags and will not work without one. There's also a wall bracket and a powered brush bar. Suction was a bit down on the best in this test, but it's still worth considering.

Hoover HF2 Pet

Price: £239 **Rating:** ★★★½☆
Contact: *hooverdirect.co.uk*

AS with the Ryobi (below) and Vax (right), this has a bias towards use in the home. The HF2 is the lightest of the three, at less than 1.5kg, and is easier to use in a car.

It's 10cm longer than its nearest test rival, which puts strain on the wrist. The Hoover also struggled with the brush test, but the crevice tool is a match for the best.

Ryobi ASV18BL

Price: £339.99 **Rating:** ★★★½☆
Contact: *uk.ryobitools.eu*

OUR second tool to use Ryobi's ONE+ battery system is at the other end of the scale from the minimalist RHV18F-0, but comes with a 4Ah battery and a neat charger.

There are also two powered brush bars and an effective crevice tool. But these couldn't overcome its 2.5kg-plus weight, which made it hard work in the footwell.

Vax HomePro Pet-Design

Price: £199.99
Rating: ★★★½☆
Contact: *vax.co.uk*

OUR increased focus on performance in a car didn't suit this former test winner, despite the discounted price at the time of writing – down from £319.99. Part of the problem is the Vax's 2kg-plus weight.

This is partially offset by the free toolkit you get by buying direct from Vax, which includes a flexible hose. It is quite stiff, so you need to hold the vac while using it and the rubber-tipped crevice tool was tricky to use on carpet.

Verdict

FOR car cleaning it has to be the powerful, light and compact Ryobi RHV and Makita, with the RHV taking a narrow win. Even if you have to buy a battery and charger, they still undercut rivals. The Dyson takes a debut podium, but its performance comes at a price. Miele is our pick for home and car use.

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66 **DRIVER POWER**
KIA PICANTO
Owners' verdict on city car

68 **BUYER'S GUIDE**
VAUXHALL ASTRA
Why it's great value used

70 **TOP 10**
VOLKSWAGENS
Our test team's favourites

BUYING CARS

BUY, LEASE OR SELL WITH AUTO EXPRESS

PAUL ADAM

Auto Express' executive editor explains how we can help take the hassle out of buying and selling cars

THERE'S no way of sugar coating it – buying or selling a car in the UK has become synonymous with aggravation. Whether it's a private sale that means having to fend off time-wasting tyre-kickers, or trying not to blink first in a tête-à-tête with your local dealer, the whole business feels far more stressful than it should be.

Even writing this is giving me a headache; there are just too many variables pulling you in different directions and ultimately leading you to end up with a car that's at best a compromise, at worst an inadequate money pit that you've paid over the odds for – probably via an inflated finance deal that you're stuck with for three years.

So what's the answer? Well, Auto Express is now offering new services for those who are buying or selling. It's driven by a passion for getting people into the right cars at the right price, and ensuring you receive the very best support along the way.

> **"IT'S ALL ABOUT EMPOWERING THE CUSTOMER, SO DEALERS COME TO YOU WITH THEIR BEST PRICE"**

We want to become the go-to destination for car changing, and that starts with ensuring you receive the most accurate and up-to-date car news and reviews – all the details you need to make an informed decision, right at your fingertips. Once you're ready, moving on to buying a car through Auto Express couldn't be simpler; there are brand-new, used and approved models to choose from, sourced from our trusted network of dealers.

It's all about empowering the customer, which means dealers come to you with their best price and potential finance options, so there's none of the usual hassle that comes with doing a deal in the showroom. You can compare prices from several dealers side-by-side, on as many cars as you like and in your own time.

Plus, recognising the need for flexibility in how people now choose to buy and run their cars, we offer leasing options, too. Our expert in-house team is tasked with providing you with the latest vehicle leasing deals on both new and used models, plus tax-saving, salary sacrifice schemes.

The focus on providing everything you need to change your car doesn't stop there, because with Auto Express Sell My Car you can get an instant valuation and advertise to thousands of dealers across the country, even arranging for free collection if you agree on a price – it couldn't be simpler.

If you're thinking of a change, then please get in touch. We'd love to help you source your next new or used car, as well as sell your existing one.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

"My Picanto has been an absolute pleasure to drive, with its comfy seats and a comfy ride for a small car."

"Kia's customer service is no help at all, although my car is under warranty and less than three years old."

"This is my third Kia and I am totally happy with the quality. That's why I have stayed with the brand."

POSITION 12th Kia Picanto

USED PRICES FROM: £5k **YEARS:** 2017 to date **CO$_2$:** 106-115g/km **FUEL ECONOMY:** 54-61mpg (1.25) **BEST OPTIO**

RIDE AND HANDLING

YOU SAID "The steering is responsive, but very light at low speed for easy parking, and at higher speeds there's just the right amount of feel. It also has a great ride for such a small car."

INTERIOR AND COMFORT

YOU SAID "Although I suffer from back problems, I find the seats are very comfortable and supportive. I just wish that the angle of the head restraint could be adjusted."

MPG AND RUNNING COSTS

YOU SAID "I can fill the tank for around £30, and that takes me around 400 miles, which is great. Insurance is reasonable, but I think the road tax is rather expensive for such a small car."

Richard Dredge

WITH top-10 category placings for quality and reliability (sixth), safety features (fourth) and exterior (fifth), as well as for economy and running costs (seventh), it's no surprise that the Picanto also scoops third place for value, even if it can't quite manage to bag the Kia a top-10 finish overall. Still, for a car that was launched eight years ago, 12th place (out of 50) is an impressive feat, especially when it's one of the smallest cars on sale.

Breaking down the sub-category scores reveals that the Picanto earns second place for its easy-to-use controls, and fifth for its responsive steering. There's a fourth spot for the functioning of its safety systems, too. Visibility and road handling (both 12th) point to the Kia's easy-driving nature. Interior quality also ranks 12th, which again is especially commendable for such a small car with a focus on economy. On that note, as you would hope, a fifth place for running costs is to be expected, and it's the same for some of the less impressive scores.

Predictably, the Picanto doesn't rank highly for acceleration (40th), while boot capacity came in 42nd. Owners really don't like the Picanto's automatic gearbox (when fitted), hence the 37th place. The same goes for rear-seat legroom, which owners voted into 44th place.

Mk3

NS: Advanced Driving Assistance Pack (1 and 2 trims only)

WHAT DO YOU LIKE?

"It is the best car that I have owned in over 50 years of driving. There really is nothing to improve."

"All-round visibility is very good, thanks to narrow A-pillars and a reversing camera that stays clean."

"The very capable brakes give me peace of mind, especially when driving in heavy traffic."

"For a budget car, albeit near the top of the range, the audio provides all the features you could need."

WHAT DON'T YOU LIKE?

"It needs better air-con. The heater works well, but the system struggles to keep the car cool when it's hot."

"The automated manual gearbox is not nearly as smooth as a traditional automatic transmission."

"The Bluetooth is unreliable; there are plenty of threads online about phones that won't connect."

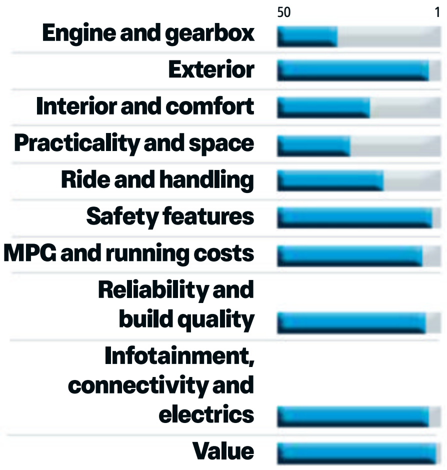
"Third gear is too high. There's lots of acceleration in second gear, but this drops off going into third."

89.23%

OVERALL SCORE

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better

CATEGORIES **YOUR RATINGS**



PRACTICALITY AND SPACE

YOU SAID "For such a small car, the Picanto can fit four adults in relative comfort, while the boot is a reasonable size. There's also plenty of seat adjustment, with loads of headroom even with the front seat on its highest setting."

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning £100 Amazon voucher

USED BUYER'
Vauxhall Astr

FROM £15,000
With sharp looks and handling plus a smart cabin, the latest Astra is a great used choice

FIND YOUR USED VAUXHALL ASTRA
If you like what you've read here, scan the code to browse our stock of used Vauxhall Astras

Richard Dredge

FOR decades, Vauxhall has represented affordable, sensible family motoring. Value has been its most desirable attribute, because the company's designs and the dynamic abilities of its cars have generally been average at best.

But then along came PSA (later Stellantis), and Vauxhalls became much sharper. The Astra is a case in point, because the Mk8 covered here is one of the most striking cars in its segment, with one of the widest selections of powertrains. Prices have gone up, and while some editions of the Astra are too expensive when new, they can represent terrific value for money as a used buy.

HISTORY

THE Vauxhall Astra Mk8 arrived on UK roads in February 2022. The range consisted of a turbocharged 1.2-litre petrol engine with 109bhp or 128bhp, or a 128bhp 1.5-litre diesel. There was also a 177bhp 1.6-litre petrol plug-in hybrid introduced soon after.

At first the Astra came only in five-door hatchback form, but by August 2022 there was also an estate, sold as the Sports Tourer. The range expanded in May 2023 with the introduction of the GSe (Grand Sport Electric) hatch and estate, powered by a 222bhp 1.6-litre plug-in hybrid powertrain. A 1.2-litre hybrid model was available from July 2023, followed a month later by the Astra Electric, which also came in Sports Tourer format from March 2024.

WHICH SHOULD I BUY?

VAUXHALL has been guilty of selling some of the most convoluted and confusing model ranges over the years, but it kept things simple with the Astra which came only in Design, GS and Ultimate forms.

The Design model features LED headlights, a 10-inch touchscreen with Apple CarPlay and Android Auto, climate control and 16-inch alloy wheels. The mid-range GS is the pick of the bunch and this adds adaptive cruise control, sat-nav, a 360-degree camera, dual-zone climate control, heated seats and 17-inch wheels. On top of this, the Ultimate also has blind-spot warning, lane-keeping assist, a heated windscreen and a panoramic roof, plus a head-up display.

RUNNING COSTS

SERVICES alternate between minor and major. Petrol-engined Astras need to be serviced every 12 months or 12,500 miles, at £336 and £491 respectively. Diesels stretch this to every 12 months or 20,000 miles, a minor costing £344 and major £484, while for electric and plug-in hybrids it's every two years or 16,000 miles, at £244 and £454 for minor and major.

The petrol and diesel engines have a cambelt that has to be replaced every eight years or 120,000 miles; you'll pay around £500 for this. Petrol models are the cheapest to insure, in groups 16-20, while diesels are in groups 20-22. Hybrids are rated at 26-28 (31 for the GSe) and electric editions are in groups 25 or 26.

PRICES

YOU'RE spoiled for choice if you want an Astra Mk8, with hundreds of them for sale across the UK. Diesel models are very unusual and you'll be doing well to bag one for much less than £18,000. But stick with petrol and prices start at £15,000 for a 2022 1.2T GS Line with 40,000 miles on the clock.

One in five Astras is a Sports Tourer and these are priced from £19,000 for a 15,000-mile 1.2T GS on a 23-plate. Plug-in hybrids are reasonably common and start at £19,000, but you'll need around £2,000 more than this if you want an Astra Electric. For £21,000 you can find a 73-plate Ultimate with 15,000 miles.

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

☑ CHECKLIST

AUTOMATIC CHOICE

While the entry-level petrol engine came only with a manual gearbox, the 128bhp edition and the diesel were available in automatic form.

ON THE RANGE

The Astra Electric is fitted with a 54kWh battery to give a claimed range of up to 258 miles. Expect closer to 200 miles in the real world, though.

RECALLS

SEVEN recalls so far is a bit disappointing. The first came in March 2022 because the door handles might not work properly, refusing to lock. Loose bolts in the suspension led to recall two, in January 2023, while recall three was five months later because of faulty front seatbelt pretensioners.

There were two further campaigns in 2023: in October because of handbrake glitches on Electric editions, and in December because the adaptive cruise control wasn't working. There were two more last year. The first, in March, was because faulty software led to excessive exhaust emissions, while the latest came in May since the E-Call system didn't work.

ALTERNATIVES

FOR more than 25 years the Ford Focus has done battle with the Astra, and it's still as compelling as ever. Good value, fun to drive and well-equipped, the Focus is also plentiful.

The Volkswagen Golf isn't as brilliant as it used to be because VW has tried to be too clever, but it's still a good family car and worth a closer look. Other desirable small family hatches include the Peugeot 308, Hyundai i30, Mazda 3 and Kia Ceed, along with the Honda Civic, Skoda Scala and SEAT Leon; the more costly Audi A3, BMW 1 Series and Mercedes A-Class are also worth a look.

Buying an EV? Then check out the Renault Mégane, VW ID.3 and Cupra Born, plus the Citroen e-C4, Kia Niro EV, Hyundai Kona Electric and MG4.

S GUIDE
ra Mk8

IMPROVED

Both the exterior styling and the interior quality show a substantial leap over what you'll find in previous generations of the Astra. Touchscreen (below) is intuitive.

SAFE PLACE

When Euro NCAP tested the Astra in 2022, it achieved a four-star rating, like the Peugeot 308. But the Golf, Civic, MG4 and SEAT Leon have all managed five stars.

PEACE OF MIND

All Astras come with a three-year or 60,000-mile warranty. Vauxhall guarantees that the battery of any electric model will still hold 70 per cent of its original charge after eight years or 100,000 miles.

ON THE ROAD

FORGET Astras of old; this latest edition is refined and enjoyable to drive, if not quite as engaging for the driver as a Ford Focus.

The handling is rewarding and the ride quality generally good, even if it's a bit on the firm side. We'd go for a manual gearbox over an auto, though, because the latter isn't as slick as it should be. The Astra Electric's 400kg penalty means it isn't quite so adept in corners, but it's still a pretty good steer.

DRIVER POWER

THE Mk7 was the last Astra to appear in our new-car survey; it came an underwhelming 52nd out of 75 in 2023. In our 2024 survey its sister models, the Corsa Mk5, Grandland Mk1 and Mokka Mk2 all appeared and came 48th, 23rd and 34th, out of 50 entries.

Vauxhall finished 26th out of 32 in our 2024 Brands survey, with owners indifferent about most things, although they did like their cars' low running costs.

INTERIOR

THE Astra's cabin feels contemporary, and is quite luxurious in high-spec models. The choice of materials is good, while the design is appealing and user-friendly. All models have a pair of 10-inch digital displays, one for the touchscreen and the other for the instrumentation. The graphics are sharp and the menus intuitive, while there's a good balance of touchscreen and physical controls.

The good news continues where practicality is concerned, with a reasonably roomy cabin, although a bit more rear-seat legroom wouldn't go amiss. Boot space is excellent at 422 litres, or 1,339 litres with the seats folded down. The estate can stow up to 597 litres, expandable to 1,643 litres.

VERDICT ★★★★☆

THE latest Astra is the most accomplished yet in terms of design, safety, refinement, choice of powertrains and build quality. As a used buy it can also represent excellent value, especially if you're buying electric, although these are likely to fall the furthest in value over the next few years as the supply of ICE models becomes restricted. We still reckon that the petrol models are the sweet spot in the range. The Astra is no class leader, but this eighth generation puts up a pretty good fight against rivals, and whether you buy a hatchback or an estate, you're bound to enjoy driving it.

10 BEST VOLKSWAGENS ON SALE NOW

FROM £21,140 Quality, refinement, value and style – VW offers the lot

Golf Prices from £27,760

1

PROS

Vastly improved in-car tech
Diverse powertrain range
Reassuring ride and handling

CONS

Some ergonomic niggles remain
Underwhelming cabin quality
Road noise on larger wheels

BUY THROUGH AUTO EXPRESS!

Scan the code to check out the best new Golf deals

DON'T be put off by the lukewarm reviews the eighth-generation Golf received when it arrived in 2020. It was, indeed, flawed, but far from a bad car – and the mid-life Mk8.5 update addressed several of the early criticisms, notably with interior interfaces, to make the current model far more appealing than it was five years ago.

You still need to fiddle with the haptic controls a little too much to operate some regularly used functions, although the buttons on the steering wheel make it significantly less frustrating. Plus a few cheap-feeling plastics remain.

Yet the Golf continues to be one of the best cars in its class. All the fundamentals are there, from a spacious cabin to a wide range of efficient engines, and the evergreen appeal of that badge.

ID. Buzz Prices from £59,035

3

PROS

Versatile interior space
Responsive powertrain
LWB version worth extra cost

CONS

It's a big vehicle to manoeuvre
Not as efficient as some rivals
Expensive to buy

BUY THROUGH AUTO EXPRESS!

Scan the code to view our stock of new ID. Buzz

CARS, electric or otherwise, don't come much more likeable than the ID. Buzz. It doesn't matter that many drivers won't even remember the Swinging Sixties heyday of the original VW bus, because it's an image with enduring appeal, and one the Buzz taps right into with its funky styling and bright colour schemes.

It's more than just a pretty face too. The interior is versatile, and the recent addition of a long-wheelbase variant has given it the seven-seat option it always needed. It's large, but visibility is great and that takes the sting out of manoeuvres. Like most VW electric cars, it's brisk – compared with the classic VW camper, it's basically a supercar. An official 293-mile range is more like 200-250 in the real world, though.

Antony Ingram

VOLKSWAGEN is Europe's best-selling car maker and even if you've never owned a VW yourself, you'll know someone who has.

The brand has had its ups and downs over the years, but you never have to look too far for talent in the VW range, from the Golf hatchback to the flashy ID. Buzz, with its retro-futuristic styling and electric power.

And the current line-up offers vast choice; for just about every combustion-powered model, VW offers an electric alternative in its ID range, all based on the same MEB platform (which you'll also find under Audis, Cupras and Skodas, as well as the Ford Explorer and Capri). Here's our guide to the best VWs you can buy in new-car showrooms today.

ID.7 Prices from £51,580

2

PROS

- Superb practicality
- Impressive refinement
- Advanced safety features

CONS

- Heat pump only optional
- More expensive than some rivals
- Frustrating touch-sensitive controls

BUY THROUGH AUTO EXPRESS!
Scan the code to view the ID.7s you can buy right now

LIKE the latest Golf, VW's ID range of electric cars took a while to get going. The ID.7 launched in 2023 is our favourite of the brand's EVs, taking many of the qualities we got accustomed to when each new Passat came around, and pairing them with practicality, typical electric-car refinement and a generous equipment roster. But it's not cheap, and a heat pump isn't standard, either.

Power isn't an issue in any ID.7, with even the basic Pro Match edition sporting 282bhp and a 6.5-second 0-62mph time. It's impressively quiet whether in town or on the motorway, and while it's no B-road thriller, it's easy to drive. Space is the main appeal though; it's one of those rare cars that can fit tall passengers in both the front and the back.

Tiguan Prices from £35,105

4

PROS

- Premium-feeling interior
- Responsive chassis
- Rapid charging on PHEV

CONS

- Pricey in higher specs
- Jerky hybrid at low speeds
- PHEV has short petrol range

BUY THROUGH AUTO EXPRESS!
Scan the code for our best new Tiguan deals

THE Tiguan is one of those accomplished all-rounders that Volkswagen has always had a knack for. It wouldn't feature on many dream car lists, but it's a lot higher on most people's real-world shortlists, thanks to its space, premium feel and wide choice of powertrains.

VW has made a big push with plug-in hybrid power on this generation and it's got a useful 70 miles of electric range. The 700-plus mpg rating is largely meaningless, but many drivers should be able to cover most trips in EV mode. 35mpg when running as a regular hybrid is nothing to write home about, though. The cabin design is easy to get on with, if a little light on physical buttons like most VWs, but seat space is generous, as is the 652-litre boot.

Polo Prices from £21,140

5

PROS
High-quality cabin
Composed ride
Interior space

CONS
Not the most fun to drive
Expensive for a supermini
Disappointing GTI model

BUY THROUGH AUTO EXPRESS!
Scan the code to view new Polos on sale now

THE Polo is living on borrowed time, with the model only marked on VW's calendar until 2030. But it's providing sterling service as one of the most grown-up superminis on the market, something it's done since 1975 – yes, the nameplate is now 50 years old. Even the current model is getting on, but for space and quality, it's still not far from the top of the class.

The latest car starts at more than £21,000, although the GTI – one of vanishingly few hot hatchbacks left in this class feels like good value at a shade over £30k; MINI charges that for a basic electric Cooper E. True, the GTI could be more fun, but the 1.0-litre TSI is peppy and frugal.

Passat Prices from £39,610

7

PROS
Practical
Well equipped
PHEV's electric range

CONS
Price of plug-in hybrid
Limited engine range
Skoda Superb is cheaper

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great Passat deals

THE Passat saloon is dead and today's model is estate-only, which is curious when the similar (and slightly cheaper) Skoda Superb is available in both forms. Still, the Passat is one of few options left for those who need space but aren't convinced by SUVs. And with a minimum of 690 litres of boot capacity (or 530 litres in plug-in eHybrid form), it certainly has room on its side.

The plug-in model has an impressive 77 miles of electric range, although if you want diesel, only Skoda can provide that, because the Passat is available as a mild-hybrid or plug-in hybrid only. All Passats are refined, relaxing and comfortable to drive, and they feel high in quality too.

Multivan Prices from £48,375

9

PROS
Huge interior
Premium cabin feel
Slick exterior styling

CONS
Expensive
Bumps felt through cabin
2.0 TSI needs working

BUY THROUGH AUTO EXPRESS!
Scan the code to find the best price on a Multivan

IT might not be as stylish as the all-electric ID. Buzz, but the Multivan is more useful as a people mover. Because it's based on the Transporter, the driving experience is more van-like – but vans are pretty good these days, so it's not such a problem. The front four passengers get individual seats and there's a rear bench for three, with plenty of room in the high-quality cabin.

The interior is also a little less odd than that of the ID. Buzz, which may appeal to some – as should the choice of plug-in hybrid or pure petrol and diesel engines. The Multivan is expensive too, but it's also one of the most desirable people movers on the market today.

ID.3 Prices from £30,850

PROS

6

Decent range
Good refinement
Spacious cabin

CONS

Fiddly infotainment
Pricey options
Not that fun to drive

BUY THROUGH AUTO EXPRESS!
Scan the code to see our great ID.3 deals

YOU can think of the ID.3 as an electric Golf – and with the e-Golf no longer available, that's effectively the role it serves. It's another car that had some flaws at launch, but VW has ironed these out over time, and today's car offers a good blend of range, refinement and space. It's particularly impressive on the latter in fact, with the dedicated MEB platform providing plenty of room for passengers inside.

As with several VWs, we find the infotainment system fiddly and it could do with more physical buttons. A tight turning circle makes it a doddle to drive in town though, while the Pro S version's 347-mile range is highly competitive in this class.

Golf R Prices from £44,535

PROS

8

Engaging to drive
Brutal performance
Configurable set-up

CONS

High price
Rear passenger space
Expensive options

BUY THROUGH AUTO EXPRESS!
Scan the code if you want to buy a Golf R

THE likes of Audi and Mercedes now sell cars which have eclipsed the Golf R's capabilities, but few models offer more accessible performance than VW's range-topper. With 328bhp and all-wheel drive, it's effortlessly capable yet retains all of the virtues (and indeed some of the foibles) of a regular Golf family hatch – or estate.

Without the spectacular finance deals offered on the previous Golf R, the new model isn't as common as the predecessor from which it is derived, but it can shuffle power around brilliantly to maintain grip and balance in corners, while adjustable dampers make it surprisingly adept on the UK's bumpy roads, too.

T-Roc Prices from £29,045

PROS

10

Comfortable
Decent space
Lots of safety technology

CONS

Fiddly climate control
Hesitancy at low revs
No hybrid or EV model

BUY THROUGH AUTO EXPRESS!
Scan the code to view the T-Rocs on sale right now

BEING based on the Golf, you'd expect the T-Roc to be a strong contender in its class – rivals include the Toyota C-HR, Mazda CX-30 and BMW X1 – and it is. The T-Roc focuses on delivering a relaxed, comfortable drive while providing space for the whole family, without taking up loads of room on the road or requiring big, thirsty engines.

VW couldn't resist offering a 296bhp T-Roc R performance variant, although it's hard to imagine who it's for. The rest of the brisk but frugal engines make more sense, and the company hasn't ditched diesel in its family SUV yet, with a 56.4mpg 2.0 TDI in the range. The older-style cabin is more intuitive than those in the latest VWs, too.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers. Warranty: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and widthof each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are ratedby drivers, then ranked against others onsale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,745 for vehicles emitting over 255g/km of CO_2. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

Vehicles below £40,000	
Electric vehicle:	£0
Alternative fuel:	£180
Petrol/diesel:	£190

Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

Vehicles Over £40,000	
Electric vehicle:	£0
Alternative fuel:	£590
Petrol/diesel:	£600

After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £345 per year.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (180) 75th Anniversario	39.2	6.7	162	35	£32195

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£41645
2.0T (280) auto Veloce	39.2	5.7	162	34	£46645
2.0T (280) auto Tributo	39.2	5.7	162	34	£50245
2.9 V6TT (520) auto Quadrifoglio	28.0	3.9	229	46	£80545

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£36575
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£41575
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29	£45175
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44175
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49175
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£52775

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£48750
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£53750
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£57350
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£88645
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£46350
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£51350
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£54950

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£67700
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£68600

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	N/A	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	N/A	£36000
52kWh (220) auto A290 GTS	226	6.4	0	N/A	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	154	44	£65490
1.8T (300) auto A110 S	40.9	4.2	156	46	£67490
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£91490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£199500

DBS - 4712x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12TT (715) auto DBS Volante	21.0	3.6	306	50	£277500

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£23810
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25760
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£24850
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£26800
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24545
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26495
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25585
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27535
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28560

Black Edition: add £1700 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£28920
1.5 (116) 30 TFSI S line	47.9	9.7	134	18	£31250
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£30470
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£32750
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30530
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£32860
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34315
1.4 (245) 45 TFSI e at S line Comp	217.3	6.8	30	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	33	£46925
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56675
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36265

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£29485
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£31765
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31035
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£33315
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31050
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33330
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32600
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£34880
2.0 TFSI (333) quat at S3 Black Ed	34.4	4.7	186	33	£48085
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34500
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£36830

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	N/A	£41950
2.0 TFSI (150) auto S line	41.5	9.8	154	N/A	£44100
2.0 TFSI (150) auto Edition 1	39.8	9.8	161	N/A	£49100
2.0 TFSI (204) auto Sport	42.2	7.8	155	N/A	£44290
2.0 TFSI (204) auto S line	41.5	7.8	155	N/A	£46440
2.0 TFSI (204) auto Edition 1	39.8	7.8	162	N/A	£51440
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	N/A	£68700
2.0 TDI (204) auto Sport	58.9	7.7	127	N/A	£46950
2.0 TDI (204) auto S line	58.9	7.7	127	N/A	£49100
2.0 TDI (204) auto Edition 1	55.4	7.7	133	N/A	£54150
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	N/A	£48475
2.0 TDI (204) quattro auto S line	55.4	6.9	133	N/A	£50625
2.0 TDI (204) quattro auto Edition 1	54.3	6.9	137	N/A	£55625

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	N/A	£43850
2.0 TFSI (150) auto S line	40.9	9.8	157	N/A	£46000
2.0 TFSI (150) auto Edition 1	39.2	9.8	164	N/A	£51000
2.0 TFSI (204) auto Sport	41.5	7.8	157	N/A	£46190
2.0 TFSI (204) auto S line	40.9	7.8	159	N/A	£48340
2.0 TFSI (204) auto Edition 1	38.7	7.8	166	N/A	£53340
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	N/A	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	N/A	£48850
2.0 TDI (204) auto S line	57.6	7.7	130	N/A	£51000
2.0 TDI (204) auto Edition 1	54.3	7.7	136	N/A	£56050
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	N/A	£50375
2.0 TDI (204) quattro auto S line	55.4	6.9	135	N/A	£52525
2.0 TDI (204) quattro auto Edition 1	53.3	6.9	139	N/A	£57525

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI auto Sport	39.2	7.3	163	32	£45840
2.0 (265) 45 TFSI quat auto Sport	37.2	6.0	173	35	£51380
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£58820
2.0 (204) 40 TDI quat auto Sport	50.4	7.6	147	38	£49485
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£72330

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI quat auto Sport	38.2	7.5	168	32	£48405
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	178	35	£53530
2.0 (299) 50 TFSI e quat auto Sport	217.3	6.3	30	27	£60970
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£116120
2.0 (204) 40 TDI quat auto Sport	48.7	7.8	151	38	£52045
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£74480

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	461	5.4	0	N/A	£69845
100kWh (367) quattro auto S line	461	5.4	0	N/A	£73345
100kWh (367) quattro auto Edition 1	429	5.4	0	N/A	£78345
100kWh (503) quattro at S6 Edition 1	402	4.1	0	N/A	£97445

A6 Avant e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	435	5.4	0	N/A	£71645
100kWh (367) quattro auto S line	434	5.4	0	N/A	£75145
100kWh (367) quattro auto Edition 1	401	5.4	0	N/A	£80145
100kWh (503) quattro at S6 Edition 1	384	4.1	0	N/A	£99245

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£59540
2.0 (299) 50 TFSI e quat at Sport	235.4	6.3	29	46	£67120
4.0 TFSI (600) quattro at RS 7 perf	23.0	3.6	280	50	£119775
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£57695
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	188	50	£79240

S line: add £2300 to Sport
Black Edition: add £2800 to S line
Vorsprung: add £14955 to S7
Carbon Black: add £8950 to RS 7
Carbon Vorsprung: add £17400 to RS 7

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
93kWh (476) quattro auto	298	4.1	0	50	£87415
93kWh (598) quattro auto RS	286	3.3	0	50	£119565
93kWh (598) quat at RS Carbon Bl	286	3.3	0	50	£132955

Vorsprung: add £25150 to e-tron GT, add £6900 to RS e-tron GT Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£83055
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£92380
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£96380
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£111800
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£80875
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£84875

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (110) 30 TFSI Sport	48.7	11.2	131	14	£29105
1.0 (110) 30 TFSI S line	48.7	11.2	131	14	£31555
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£30915
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£33365
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£32465
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£34915
2.0 TFSI (296) quat at SQ2 Black Ed	34.0	4.9	188	37	£45890

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£226500

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8TT (550) auto S	21.7	4.5	294	50	£197500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	N/A	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	N/A	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	N/A	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	N/A	£49785
80kWh (286) auto iX3 M Sport	292	6.8	0	N/A	£65160

M Sport: add £1800 to xLine
M Sport Pro: add £3000 to iX3

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (326) at xDrive40 Sport	264	6.1	0	47	£70985
71kWh (326) at xDrive40 M Sport	264	6.1	0	47	£73985
71kWh (523) at xDrive50 M Sport	383	4.6	0	50	£104285
71kWh (619) auto xDrive M60	348	3.8	0	50	£124605

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£88890
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£113055
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£89515

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	32	50	£110730
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150270
4.4 V8TT PHEV (748) auto Label	166.2	3.8	37	50	£174330

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38040
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£41095
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£48045
3.0TT (480) M2	28.2	4.2	227	42	£67150
3.0TT (480) auto M2	29.1	4.0	219	42	£65915

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£44195
3.0TT (374) auto M440i xDrive	36.2	4.5	176	40	£60725
3.0TT (530) auto M4 Comp xDrive	28.2	3.5	226	44	£87495
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£120345

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	154	33	£51280
3.0TT (374) auto M440i xDrive	35.3	4.9	182	43	£67400
3.0TT (530) auto M4 Comp xDrive	27.7	3.7	231	46	£91500

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	190	45	£83990
4.4 V8TT (530) auto M850i xDrive	26.9	3.9	239	50	£116045
4.4 V8TT (625) at M8 Competition	25.0	3.2	257	50	£140355

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.2	5.5	195	48	£90990
4.4 V8TT (530) auto M850i xDrive	26.4	4.1	244	50	£123405
4.4 V8TT (625) at M8 Competition	24.8	3.4	261	50	£147355

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£45170
3.0TT (340) M40i	32.5	4.6	197	38	£63230
3.0TT (340) auto M40i	34.9	4.5	183	38	£57350

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	46.0	10.6	128	N/A	£17990
44kWh (113) auto Plus	199	10.4	0	N/A	£21990
44kWh (113) auto Max	199	10.4	0	N/A	£23690

C3 Origin - 3996x1749mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (83) You!	53.4	12.5	123	14	£21990
1.2 PureTech (83) Plus	53.4	12.5	124	16	£21990
1.2 PureTech (83) Max	53.4	12.5	125	12	£21990
1.2 PureTech (110) Max	53.3	9.4	126	20	£21990
1.2 PureTech (110) auto Plus	59.8	10.1	134	22	£21990
1.2 PureTech (110) auto Max	59.8	10.1	136	18	£23690

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	10.8	122	14	£19720
1.2 PureTech (130) Plus	54.7	8.9	122	19	£23755
1.2 PureTech (130) Max	54.7	8.9	119	19	£25645
1.2 PureTech (130) auto Plus	50.7	9.4	131	18	£25165
1.2 PureTech (130) auto Max	50.7	9.4	131	19	£27050
1.2 Hybrid (100) auto You!	62.1	10.7	107	N/A	£22015
1.2 Hybrid (136) auto Plus	62.1	8.0	107	22	£26505
1.2 Hybrid (136) auto Max	62.1	8.0	107	22	£28395
50kWh (136) auto You!	220	10.0	0	21	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	257	9.2	0	24	£35800

E-Series: add £1160 to e-C4 Max

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	11.6	123	15	£19720
1.2 PureTech (130) auto Plus	50.7	10.3	132	20	£25165
1.2 PureTech (130) auto Max	50.7	10.3	132	20	£27050
1.2 Hybrid (136) auto Plus	62.1	8.1	106	23	£26505
1.2 Hybrid (136) auto Max	62.1	8.1	106	23	£28395
50kWh (136) auto You!	219	10.0	0	22	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	260	9.3	0	23	£35800

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto You!	48.1	10.4	137	20	£29440
1.2 PureTech (130) auto Plus	48.1	10.4	137	20	£30940
1.2 PureTech (130) auto Max	48.1	10.4	137	20	£32930
1.2 Hybrid (136) auto Plus	58.9	9.7	116	N/A	£32240
1.2 Hybrid (136) auto Max	58.9	9.7	116	N/A	£34230
1.6 PureTech PHEV (225) auto Plus	236.2	7.9	32	31	£39300
1.6 PureTech PHEV (225) auto Max	236.2	7.9	33	31	£41290

Hypnos: add £2000 to PHEV (225)Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	45.5	11.5	154	12	£23250
1.5 BlueHDi (130) auto Plus M	51.8	11.2	152	15	£26950
1.5 BlueHDi (130) auto Max M	51.8	11.2	153	15	£29465
52kWh (136) auto Plus M	212	N/A	0	20	£31135
52kWh (136) auto Max M	211	N/A	0	21	£33650
52kWh (136) auto Plus XL	206	N/A	0	21	£32035

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	40.7	10.6	208	N/A	£56590
50kWh (136) auto You! M	136	13.1	0	30	£38135
50kWh (136) auto You! XL	134	13.1	0	31	£39035
75kWh (136) auto You! M	215	13.1	0	31	£43535
75kWh (136) auto You! XL	215	13.1	0	32	£44435

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20240
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£23740
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£25740
44kWh (113) auto Plus	188	12.9	0	N/A	£22990
44kWh (113) auto Max	188	12.9	0	N/A	£24990

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Plus	48.9	10.3	140	18	£24280
1.2 PureTech (130) Max	48.9	10.3	140	18	£28125
1.2 Hybrid (136) auto Max	53.3	10.2	128	21	£31490
1.2 Hybrid (136) auto E-Series	53.3	10.2	130	21	£34080
1.6 PureTech PHEV (225) auto Max	220.9	8.7	33	28	£36495
1.6 PureTech PHV (225) at E-Series	220.9	8.7	34	28	£39135

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£26880
1.5 BlueHDi (130) auto Max	54.1	10.6	144	19	£30725

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£13795
1.0 TCe (90) Expression	53.3	12.2	119	14	£14795
1.0 TCe (90) Journey	53.3	12.2	119	14	£15795
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£17295
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£15295
1.0 TCe (90) Expression	50.4	12.0	127	10	£16295
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1784mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18295
1.0 TCe (110) Expression	48.7	11.2	132	13	£19595
1.0 TCe (110) Extreme	48.7	11.2	132	13	£20595
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 P'Tech (100) Performance Line	54.3	10.9	126	15	£27200
1.2 P'Tech (130) auto Perf Line	48.7	9.2	135	20	£29765
1.2 Hybrid (136) auto Perf Line	62.1	9.2	112	21	£31110
54kWh (155) at E-Tense Perf Line	248	9.0	0	29	£38465

Opera: add £4770 to petrol Performance Line, add £4750 to E-Tense

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Pallas	48.6	10.4	138	18	£32450
1.2 PureTech (130) auto Etoile	48.6	10.4	138	20	£35250
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£33800
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£36600
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£34400
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£37200

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56200
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64800
1.6 Hyb E-Ten (360) at 4x4 Opera	188.3	5.6	35	45	£73615
1.6 Hyb E-Ten (360) at 4x4 Esprit d V	188.3	5.6	35	45	£74615

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) at Perf Lin+	220.9	8.9	33	34	£48300
1.6 Hyb E-Tns (300) at P Line+ 4x4	222.3	5.9	32	40	£53180
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	44	41	£57060
1.5 B'HDi (130) at Performance Li+	53.3	10.7	146	26	£40360

Rivoli: add £1180 to Performance Line+ (not E-Tense 360) **Opera:** add £3840 to Performance Line+ (not BlueHDi)

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3571-3632x1900-1627mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16800
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18300
24kWh (95) auto	118	9.5	0	16	£24995
42kWh (118) auto	200	9.0	0	17	£27995
42kWh (118) auto La Prima	194	9.0	0	18	£30995
42kWh (118) auto Armani Edition	193	9.0	0	18	£33995

500C: add £2675 to Hybrid, add £6000 to Electric

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24350
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27350
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25350
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28350
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28500
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29330
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31530
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30350
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31180
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33380
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£37705
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£42905
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£39155

Estate: add £1160-£1600
Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£25800
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£26700
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£27600
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£28500
1.0T E'Boost (155) auto Titanium	49.6	8.7	129	17	£28350
1.0T EcoBoost (155) auto ST-Line	49.6	8.7	128	17	£29250
1.0T EcoBoost (170) auto ST	47.1	7.4	136	21	£33050
53kWh (168) auto Gen-E Select	233	8.0	0	N/A	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	233	8.7	0	19	£39875
55kWh (170) auto Premium	221	8.7	0	20	£43975
82kWh (286) auto Select	374	6.4	0	28	£45875
82kWh (286) auto Premium	354	6.4	0	29	£49975
84kWh (340) auto Premium AWD	329	5.3	0	32	£53975

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	242	8.7	0	20	£42075
55kWh (170) auto Premium	231	8.7	0	21	£46175
82kWh (286) auto Select	389	6.4	0	29	£48075
82kWh (286) auto Premium	369	6.4	0	30	£52175
84kWh (340) auto Premium AWD	346	5.3	0	33	£56175

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32095
1.5T E'Boost (150) ST-Line	44.1	9.5	147	17	£37395
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38565
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42365
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£40865
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40555
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£40955

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (268) auto Select	292	6.9	0	33	£50830
98kWh (294) auto Premium	372	7.0	0	37	£59380
98kWh (370) auto AWD Premium	341	5.8	0	40	£65405
98kWh (487) auto AWD GT	320	4.4	0	40	£74540
98kWh (487) auto AWD GT Rally	316	4.4	0	40	£76790

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 E'Boost (288) at DC Raptor	20.5	7.9	315	42	£58901
2.0 EcoBlue (170) Double Cab XL	37.7	10.5	222	39	£35760
2.0 EcoBlue (170) Double Cab XLT	37.7	10.5	221	39	£37380
2.0 EcoBlue (205) auto DC Tremor	38.2	10.5	270	41	£41460
2.0 EcoBlue (205) at DC Wildtrak	38.2	10.5	230	42	£47220
2.0 EcoBlue (205) at DC Wildtrak X	38.2	10.5	271	42	£49620
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£56531
3.0 V6 E'Blue (240) at DC Wildtrak	32.5	8.7	264	44	£52620
3.0 V6 E'Blue (240) at DC Platinum	32.5	8.7	266	45	£55080

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	274	44	£55275
5.0 V8 (446) auto GT Fastback	23.9	4.9	277	45	£57725
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£59225
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£61225
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£67995
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£69995

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

G70 - 4685x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (245) auto Sport	35.4	6.1	181	38	£41555

Shooting Brake: add £1400

G80 - 4995x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium	33.9	6.0	190	40	£43100
2.5T (304) auto Premium AWD	31.2	6.3	208	43	£45655
87.2kWh (370) at El'fied Lux AWD	323	4.9	0	50	£69905

Sport: add £5200 to Premium
Luxury: add £5300 to Premium

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54105
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£58565

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (300) auto Premium AWD	29.7	6.1	216	44	£42955
2.5T (300) auto Sport AWD	29.7	6.1	216	44	£45255
2.2D (206) auto Premium AWD	40.0	7.9	185	44	£42455
2.2D (206) auto Sport AWD	40.0	7.9	185	41	£44755
77.4kWh (490) at El'fied Spt AWD	283	4.2	0	N/A	£65105

Luxury: add £1300 to Sport (not Electrified)

GV80 - 4945x1975mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium AWD	27.4	6.9	241	46	£60645
2.5T (304) auto Premium AWD 7st	27.2	6.9	244	46	£60125

Sport: add £5800 **Luxury:** add £6100 **Luxury Plus:** add £15300

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£26885
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£28085
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£29085
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£29285

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 eHEV (143) auto Elegance	60.1	7.9	108	28	£35005
2.0 eHEV (143) auto Sport	56.5	7.9	113	28	£36505
2.0 eHEV (143) auto Advance	56.5	8.1	114	28	£39805
2.0T (329) auto Type R	34.4	5.4	189	43	£50050

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£30705
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£33160
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£36305

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£39995
68.8kWh (204) auto Advance	256	7.7	0	43	£42195

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£39505
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£41110
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£42910

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£45930
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£49030
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£53995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16030
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£16680
1.2 MPi (84) Advance	52.3	15.6	123	6	£16830
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£17480
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£18630

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£21530
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24180
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£22780
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£25430
1.6 T-GDi (204) N	40.3	6.2	158	27	£27165

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (120) SE Connect	61.4	11.2	118	10	£22710
1.0 T-GDi (120) Premium	52.3	11.2	123	11	£25660
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	11	£23910
1.0 T-GDi (120) auto Premium	61.4	11.2	121	11	£26860
1.5 T-GDi (159) N Line	44.1	8.4	146	16	£26670
1.5 T-GDi (159) auto N Line	45.5	8.8	141	16	£27880
2.0 T-GDi (280) N Performance	35.3	5.4	182	26	£36415

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	N/A	£39900
84kWh (228) auto Advance	354	7.5	0	N/A	£43400
84kWh (228) auto N Line	320	5.3	0	38	£46620
84kWh (325) auto N Line AWD	307	5.3	0	41	£50120
84kWh (650) auto N AWD	278	3.4	0	49	£65000

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47040
77kWh (325) auto Premium AWD	322	5.1	0	41	£50540

Ultimate: add £3500 to Premium
First Ed: add £4750 to Premium AWD

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23495
49kWh (115) auto 01	229	10.6	0	N/A	£25045
49kWh (115) auto 02	223	10.6	0	N/A	£26745
49kWh (115) auto 02 Tech	223	10.6	0	N/A	£27245
49kWh (115) auto Cross	229	10.6	0	N/A	£28745

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£22480
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£23880
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£23730
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25130

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26040
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£27840
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£26990
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29200
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£28540
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£30340
1.6 Hybrid (129) auto Advance	60.1	12.0	106	N/A	£30385
1.6 Hybrid (129) auto N Line	60.1	12.0	106	N/A	£32185
48kWh (156) auto Advance	234	8.8	0	25	£34995
65kWh (218) auto Advance	319	7.8	0	31	£38595
65kWh (218) auto N Line	282	7.8	0	31	£40395

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£32000
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£34500
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£33580
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36080
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£40990
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£35590
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38140
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42230
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39275
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41775
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43375

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£46775
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£50275
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£52775
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£48830
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£52330
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£54830
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51885
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55135
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57635

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65015
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£76140
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65015
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£76140

Fieldmaster/Trialmaster Editions: add £7500 to Utility Wagon, standard on Station Wagon

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66230
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66230

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	22	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	33	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	41	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£24359
1.2T (100) Altitude	49.6	10.6	127	23	£26059
1.2T (100) Summit	49.6	10.6	129	23	£28259
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	22	£25999
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	23	£27699
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	23	£29899
54kWh (156) auto Longitude	244	9.6	0	24	£34999
54kWh (156) auto Altitude	244	9.6	0	24	£36699
54kWh (156) auto Summit	244	9.6	0	25	£38899

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto Altitude	50.4	9.7	125	17	£30709
1.5T E-Hybrid (130) auto Summit	50.4	9.7	125	17	£33209
1.3T PHEV (190) auto Limited 4xe	148.7	7.7	41	22	£36500
1.3T PHEV (240) at Overland 4xe	141.2	7.1	45	24	£38219
1.3T PHEV (240) at Trailhawk 4xe	**141.2**	**7.1**	**43**	**26**	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) Altitude	50.4	10.0	127	26	£34150
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38105
1.3T PHEV (240) auto Altitude 4xe	148.7	7.3	44	33	£40655
1.3T PHEV (240) at Overland 4xe	148.7	7.3	44	33	£41675
1.3T PHEV (240) auto Summit 4xe	148.7	7.3	44	31	£44655
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	£44675

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£61125
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£63125

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	N/A	£72304
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85804

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23030
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£24550

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K30	36.9	10.8	175	18	£25595
1.5 GDi-T (163) K40	36.9	10.8	175	18	£28595
1.5 GDi-T (163) auto K30	35.5	10.8	182	18	£27095
1.5 GDi-T (163) auto K40	35.5	10.8	182	18	£30595

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£31995
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£34995
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£36995
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£39995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£41995

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£40585
2.2D (202) auto K40	32.9	10.7	225	37	£42585
2.2D (202) auto K50	32.6	10.7	227	38	£46370

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) EX	34.0	N/A	220	48	£31326
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£39906
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£41406

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	111	4	£15595
1.0 DPi (62) GT-Line	52.3	15.4	122	5	£16745
1.0 DPi (62) 3	55.4	15.4	111	5	£17545
1.0 DPi (62) auto 2	54.3	18.2	114	4	£16295
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17445
1.0 DPi (62) auto 3	54.3	18.2	114	5	£18245
1.2 DPi (77) GT-Line S	51.4	13.1	125	8	£18445
1.2 DPi (77) auto GT-Line S	49.6	16.5	129	5	£19145

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23105
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£25755
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26225
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26710
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27210
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31215

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£23850
1.5 T-GDi (138) 3	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£27955

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£27810
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32315

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	N/A	£45575
84kWh (226) auto GT-Line	361	7.7	0	N/A	£48575
84kWh (320) auto AWD GT-Line	339	5.3	0	N/A	£52075
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line,
heat pump: add £1000 to GT-Line S

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21265
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22270
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23760
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22265
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23270
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24760

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24340
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£25815
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26315
1.5 T-GDi (138) auto GT-Line	N/A	8.9	142	17	£26915
1.5 T-GDi (138) auto 3	N/A	8.9	142	17	£27415
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£31915

Soul EV - 4220x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
64kWh (201) auto Explore	280	7.9	0	31	£39075

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30085
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32335
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35085
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35325
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37575
1.6 GDi PHEV (180) auto 3	282.5	9.6	22	24	£40325
65kWh (201) auto EV 2	285	7.8	0	28	£37325
65kWh (201) auto EV 3	285	7.8	0	29	£39575
65kWh (201) auto EV 4	285	7.8	0	29	£42325

Horizon: add £670 to 2
heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£32995
81.4kWh (201) auto Air	372	7.7	0	36	£35995
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39495
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£42995

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£29390
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£31890
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£33590
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£38790
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£35485
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£40690
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£42290
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40575
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45775

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£42995
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47195
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£51695
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47295
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51495
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£55995
2.2 CRDi (190) auto AWD 2	43.5	N/A	170	30	£41995
2.2 CRDi (190) auto AWD 3	42.8	N/A	173	31	£46195
2.2 CRDi (190) auto AWD 4	42.8	N/A	174	32	£50695

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65025
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73275
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76025
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77025

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50150
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52770
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£57920
2.0 D165 auto AWD S	42.7	10.2	173	28	£43445
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£46965
2.0 D200 auto AWD S	42.7	8.6	173	32	£44845
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£48365
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£53515

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£93445
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£110505
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£59790
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£66525
3.0 D350 auto AWD S	33.7	6.2	219	41	£58310
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£63290
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£70025
3.0 D350 auto AWD X	33.0	6.2	224	46	£88735

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£160800
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£97650
2.0T P300e auto AWD S	104.2	7.6	61	41	£69700
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76655
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79470
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86600
2.0T P300e auto AWD X	98.6	7.6	65	46	£94930
3.0 D250 auto AWD S	33.1	8.3	223	38	£60470
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£68510
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£71320
3.0 D350 auto AWD S	33.1	6.4	224	38	£64640
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£72680
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£75495
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£82130
3.0 D350 auto AWD X	32.3	6.4	229	46	£93630

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£88005
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£91465
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£109730
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120065
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£81585
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£85580
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£82720
3.0 D350 auto AWD X	31.8	6.8	233	47	£105650

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£62960
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£68760
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£73125
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£78020

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£43660
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£46235
1.5 P270e auto AWD S	196.0	6.8	33	34	£49000
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53125
1.5 P270e at AWD Dynamic HSE	192.1	6.8	33	36	£56125
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£60485
2.0 D165 S	46.7	9.5	158	25	£40115
2.0 D165 auto AWD S	44.0	9.2	168	26	£43700
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47075
2.0 D200 auto AWD S	44.0	7.9	168	29	£44755
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£48880
2.0 D200 auto AWD Dynamic HSE	43.4	7.9	171	33	£52295
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£57670

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£67025
3.0T P400 at AWD Dynamic HSE	28.3	5.2	228	46	£73235
3.0T P400 at AWD Autobiography	28.1	5.2	229	47	£80350
2.0T P400e auto AWD S	160.3	5.1	40	43	£65095
2.0T P400e auto AWD Dynamic SE	157.0	5.1	41	44	£69210
2.0T P400e at AWD Dynamic HSE	150.1	5.1	43	47	£72735
2.0 D200 auto AWD S	43.7	7.8	169	36	£54490
2.0 D200 auto AWD Dynamic SE	42.9	7.8	173	36	£58950
2.0 D200 auto AWD Dynamic HSE	41.6	7.8	178	41	£64375
3.0 D300 auto AWD Dynamic SE	38.4	6.1	192	42	£64905
3.0 D300 auto AWD Dynamic HSE	37.5	6.1	197	46	£69730
3.0 D300 at AWD Autobiography	37.3	6.1	198	46	£76845

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90200
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93200
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104720
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114050
4.4 V8TT P635 auto AWD SV Ed 1	23.7	3.6	270	50	£168500
3.0 D250 auto AWD S	39.4	7.3	188	44	£75255
3.0 D300 auto AWD SE	38.8	6.1	191	47	£83295
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£86925
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£98445
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£102625

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£142400
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£171600
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115805
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121525
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134865
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138555
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161755
3.0 D300 auto AWD SE	38.2	6.3	194	50	£104025
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£110105
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£123705
3.0 D350 auto AWD SE	38.3	5.7	194	50	£107125
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£113205
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£126805

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£144400
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£192000
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137435
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178180
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£118405
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£128805

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43595
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£56895

Premium Plus: add £4900 to Premium

LS - 5235x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.5 V6 Hyb (359) at 500h Premium	35.3	5.4	182	50	£101775
3.5 V6 Hyb (359) at AWD 500h Prem	29.7	5.5	214	50	£105020
3.5 V6 Hyb (359) auto 500h F Sport	35.3	5.4	182	49	£101775
3.5 V6 Hyb (359) at AWD 500h Takumi	29.7	5.5	214	50	£120660

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32505
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34505
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38255
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£39555
1.5 Hybrid (136) at Original Ed	65.7	9.6	105	25	£40005

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£34895
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£36895
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42595
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44395
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48495
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£43895
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£45695
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£49795
72.8kWh (204) auto 300e	279	7.5	0	38	£40795
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44095
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£49995

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44445
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46245
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58495
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45445
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47245
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£54995
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59495
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£49995
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57645
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59645

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£49995
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52295
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£59995
71.4kWh (313) auto 450e Urban	272	5.6	0	43	£55595
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£57895
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65595

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (250) at 350h Premium	44.1	7.9	150	42	£62140
2.5 Hybrid (250) at 350h Takumi	44.1	7.9	145	43	£76640
2.4T Hyb (371) at 500h F Sport	35.3	6.2	182	46	£77250
2.5 PHEV (309) at 450h+ Prem	256.8	6.5	25	44	£63995
2.5 PHEV (309) at 450h+ T'kmi	256.8	6.5	25	45	£75995

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 - 4070x1695mm
Euro NCAP: ★★★★ **Driver Power:** 33rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka: add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-S'activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S'activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S'act (145) at Makoto	124	9.7	0	19	£32395

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31060
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34160
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36560
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33070
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36170
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£38570
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£41185
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36360
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£38370
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£40770
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£42785

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£45420
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£48170
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£49520
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£45370
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£47970
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£50720
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£54970

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£45420
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£48170
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£49520
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£51455
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£54605
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£55555

Plus: add £2650 to PHEV, add £2450 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28015
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30015
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£32435
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£32435

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	135	20	£30720
1.3T (136) auto A 180 Sport Exec	47.1	9.2	135	20	£32105
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£33655
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41055
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£46000
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£63445
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£34715

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition
Legacy Edition: add £4425 to A 45 S

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£32700
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34250
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41650
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£46385
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35310

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	140	25	£35435
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£36545

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4688x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at CLA 180 Sport Edition	47.1	9.4	135	22	£32550
1.3T (136) at CLA 180 Sport Exec	47.1	9.4	137	23	£34735
1.3T (163) at CLA 200 Sport Exec	47.1	8.4	132	26	£36235
1.3T (218) at CLA 250 e AMG L Exec	353.1	7.6	17	34	£45545
2.0T (306) at AMG CLA 35 4MATIC	33.6	4.9	190	37	£49875
2.0T (421) at AMG CLA 45 S 4MT+	31.4	4.1	204	41	£68355
2.0 (190) at CLA 220 d Sport Exec	55.4	7.3	132	30	£39465

Shooting Brake: add £1000
AMG Line Executive: add £3170 to Sport Executive

C-Class - 4793-4755x1841-1820mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.3	145	38	£45120
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	156	40	£52030
2.0T (313) auto C 300 e Urban Ed	565.0	6.1	12	45	£49860
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51860
2.0T (408) auto AMG C 43 4MATIC	30.7	4.6	210	44	£67500
2.0T (476) at AMG C 63 S e 4MT+	38.7	3.4	167	50	£97530
2.0 (200) auto C 220 d AMG Line	62.8	7.3	120	39	£46570
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	139	41	£53870

Estate: add £1525-£1900

E-Class - 4950x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	42.8	7.5	146	42	£55120
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£64610
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£69610
2.0 (197) auto E 220 d AMG Line	58.9	7.6	126	42	£56820
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£66610
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	12	50	£71610
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£79280

AMG Line Premium: add £5000 to AMG Line **Exclusive Premium:** add £410 to E 200 AMG Line Premium, add £50 to E 220 d AMG Line Premium, same price as E 300 e/E 300 de/E 450 d AMG Line Premium
Estate: add £2640 to E 200, add £2250 to E 300 e/E 300 de, add £2295 to E 220 d

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69105
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74605
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82605
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105860

AMG GT 4-Door - 4996x1896mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.6	3.2	298	50	£156555
4.0 V8TT (843) at AMG GT 63 S E Prf	22.1	2.9	198	50	£179410

S-Class - 5210-5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (449) at S 500 4MT AMG Line	33.2	4.7	194	50	£105490
3.0 (449) at S 500 L 4MT AMG Line	33.2	4.7	196	50	£109550
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£118460
4.0 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£175840
4.0 (802) auto AMG S 63 E Perf	23.9	3.3	104	50	£188820
6.0 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£220550
3.0 (313) auto S 350 d AMG Line	45.6	5.6	164	50	£93955
3.0 (313) auto S 350 d L AMG Line	42.8	5.6	166	50	£98015
3.0 (367) at S 450 d L 4MT AMG Li	41.5	5.0	171	50	£102995

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQS 350 AMG Line	409	6.7	0	50	£99835
118kWh (360) at EQS 450+ AMG Li	481	6.2	0	50	£112610
118kWh (658) at AMG 53 4MAT+	378	3.8	0	50	£161860

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£74670
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£79950
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£90010
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£75680
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£80960
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£86820
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88420

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) auto EQV 300 Sport	213	12.1	0	44	£87995

Premium: add £2780 **Premium Plus:** add £8075

GLA-Class - 4412x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.2	10.0	153	29	£35660
1.3T (163) at 200 Sport Executive	42.2	8.9	153	29	£37845
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	25	40	£45520
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£53465
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£71235
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£38495
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£45960

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49750
67kWh (190) auto 250+ AMG Line	323	8.6	0	44	£52010
67kWh (228) auto 300 4MT AMG Li	266	7.7	0	46	£53010

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	40.4	9.3	160	28	£39150
2.0T (306) auto AMG 35 4MATIC	31.0	5.5	207	41	£57885
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£39800
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£47080

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52800
71kWh (190) auto 250+ AMG Line	300	8.9	0	N/A	£55060
67kWh (228) auto 300 4MT AMG Li	255	8.0	0	29	£55310

GLC-Class - 4721x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	37.2	6.2	171	42	£54945
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£58860
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£63360
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.0	141	40	£52895
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£61805
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	11	49	£61110
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	11	49	£65610

GLC-Coupe - 4769x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	25.5	6.3	170	43	£61030
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65360
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£69860
2.0 (219) at 220 d 4MAT AMG Line	41.5	8.1	139	41	£59395
2.0 (291) at 300 d 4MT AMG L Prm	36.2	6.4	149	44	£67895

GLE-Class - 4924x2010mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (403) at 450 4MAT Urban Ed	29.1	5.6	220	47	£80000
2.0 Hyb (375) at 400 e 4M Urban	313.9	6.1	20	47	£79360
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£94190
4.0 V8TT (612) at AMG 63 S 4MT+	22.2	3.9	288	50	£143595
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£75445
3.0 (389) at 450 d 4MAT Urban Ed	37.2	5.6	199	48	£79000
3.0 (329) at 350 de 4MAT Urban Ed	403.6	6.9	17	48	£77360

Seven seats: standard on GLE 450, AMG 53, 300 d, 450 d **AMG Line:** add £5000 to Urban Edition

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 de 4MT Urban Ed	470.8	6.9	17	49	£79360

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995

GLS-Class - 5209x2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8TT (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8TT (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8TT (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190

Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8TT (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860

Carbon Edition: add £10000 to AMG 63 **Manufaktur Edition:** add £16500 to AMG 63 **Magno Edition:** add £19000 to AMG 63

CLE-Class Coupe - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MAT+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070

CLE-Class Cabriolet - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MAT+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8TT (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8TT (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8TT (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845

Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) **Ultimate:** add £7500 to SL 63

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8TT (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8TT (816) at 63 4MT S E Prf P+	34.5	2.8	188	50	£180745

Ultimate: add £1100 to Premium Plus

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495

ZS EV - 4314x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995

Trophy: add £2500 to EV SE

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£67200
100kWh (408) auto 4	381	5.2	0	46	£69800
100kWh (516) auto 4S	377	4.1	0	48	£75400
100kWh (639) auto Turbo	367	3.3	0	50	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	190	9.0	0	18	£22995
40kWh (120) auto Techno	190	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	248	8.0	0	22	£26995
52kWh (150) auto Iconic Five	248	8.0	0	22	£28995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18395
1.0 TCe (90) Techno	53.3	12.2	119	11	£19995
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£21595
1.6 E-Tech (145) auto Evolution	65.7	9.3	96	15	£21695
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23295
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24895

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.1	13.3	135	11	£21395
1.0 TCe (90) Techno	47.9	13.3	134	11	£23095
1.6 E-Tech (145) auto Evolution	61.4	10.6	105	16	£24695
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26395
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28095

NEW CAR PRICES

Arkana - 4568x1821mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) at Evolution	60.1	10.8	105	15	£27395
1.6 E-Tech hyb (145) auto Techno	60.1	10.8	107	16	£29395
1.6 E-Tech hyb (145) at Esprit Alpine	58.9	10.8	110	17	£31695

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29295
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31295
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33295

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	60.1	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	107	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	106	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	403.5	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence
Anniversary Edition: add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR
(not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	N/A	£31500
63kWh (204) auto 60 SE L	N/A	N/A	0	N/A	£33350
63kWh (204) auto 60 Edition	N/A	N/A	0	N/A	£34450
63kWh (204) auto 60 SportLine	N/A	N/A	0	N/A	£37400
82kWh (286) auto 85 Edition	360	6.4	0	N/A	£38650
82kWh (286) auto 85 SportLine	360	6.4	0	N/A	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Ignis - 3700x1660mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Dualjet (83) SZ-T	56.9	12.7	112	9	£17949
1.2 Dualjet (83) SZ5	56.9	12.7	112	9	£18949
1.2 Dualjet (83) SZ5 4x4	52.4	12.8	121	9	£19949
1.2 Dualjet (83) auto SZ-T	52.3	12.4	122	9	£18949
1.2 Dualjet (83) auto SZ5	52.3	12.4	122	9	£19949

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	N/A	£31849
50kWh (136) auto Design Medium	160	11.2	0	N/A	£36464
50kWh (136) auto Icon Long	160	11.2	0	N/A	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	**£42860**
71.4kWh (201) auto Motion FWD	313	7.5	0	36	**£45210**
71.4kWh (215) auto Motion AWD	286	6.9	0	38	**£47810**

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	**£39885**
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	**£42270**
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	28	**£44175**

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	**£74995**
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	**£79995**

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	**£41960**
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	**£46020**
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	**£43127**
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	**£47542**
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	**£49750**
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	**£73940**

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	**£18505**
1.2 Turbo (100) Design	54.3	9.9	117	20	**£20535**
1.2 Turbo (100) GS	54.3	9.9	117	19	**£22915**
1.2 Turbo (100) auto Design	51.4	10.2	125	19	**£22265**
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	**£22900**
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	**£25280**
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	**£26250**
1.2 Turbo (130) auto GS	49.6	8.7	127	23	**£25615**
50kWh (136) auto Yes	221	8.2	0	N/A	**£26895**
50kWh (136) auto Design	219	8.2	0	28	**£29045**
50kWh (136) auto GS	214	8.2	0	26	**£31230**
54kWh (156) auto Design	246	8.2	0	30	**£30440**
54kWh (156) auto GS	246	8.2	0	28	**£32625**

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	**£26970**
1.2 Turbo (130) Design	51.4	9.7	123	17	**£27570**
1.2 Turbo (130) GS	51.4	9.7	124	19	**£29865**
1.2 Turbo (130) auto Design	50.4	9.7	127	18	**£29070**
1.2 Turbo (130) auto GS	50.4	9.7	127	20	**£31415**
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	**£30035**
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	**£32330**
1.6 PHEV (180) auto GS	256.0	9.3	24	24	**£37935**
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	**£41800**
54kWh (156) auto Design	254	9.2	0	26	**£34945**
54kWh (156) auto GS	254	9.2	0	26	**£37240**

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	**£32180**
50kWh (136) auto Ultimate	210	11.7	0	22	**£34695**
50kWh (136) auto Design XL 7st	213	11.7	0	23	**£33080**
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	**£35595**

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	**£37145**
49kWh (136) auto XL Combi	84	14.3	0	36	**£43725**
75kWh (136) auto Combi	133	14.3	0	36	**£43725**
75kWh (136) auto XL Combi	133	14.3	0	36	**£48795**

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	**£24705**
1.2 Turbo (136) GS	49.5	8.9	129	21	**£25905**
1.2 Turbo (130) auto Design	45.5	8.9	139	22	**£26305**
1.2 Turbo (130) auto GS	46.3	8.9	138	21	**£27505**
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	**£27305**
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	**£28505**
54kWh (156) Design	249	9.0	0	24	**£33245**
54kWh (156) GS	250	9.0	0	23	**£35905**

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	**£23495**
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	**£25395**
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	**£25005**
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	**£26905**
44kWh (113) auto Design	186	12.1	0	16	**£23495**
44kWh (113) auto GS	186	12.1	0	17	**£25395**

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	**£34700**
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	**£36650**
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	**£38400**
73kWh (213) auto Design	318	9.0	0	35	**£40995**
73kWh (213) auto GS	323	9.0	0	36	**£43145**
73kWh (213) auto Ultimate	318	9.0	0	36	**£45195**

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	**£21210**
1.0 TSI (95) Life	55.2	10.8	116	8	**£22150**
1.0 TSI (95) R-Line	55.1	10.8	117	11	**£24550**
1.0 TSI (95) auto Life	52.7	11.5	122	8	**£23585**
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	**£25985**
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	**£27210**
2.0 TSI (207) auto GTI	43.1	6.5	149	23	**£30430**

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	**£27760**
1.5 TSI (115) Match	51.9	9.9	124	17	**£27935**
1.5 eTSI (115) auto Style	53.4	9.9	120	18	**£31010**
1.5 TSI (150) Match	51.0	8.6	126	21	**£29075**
1.5 TSI (150) R-Line	50.7	8.6	127	21	**£31100**
1.5 eTSI (150) auto Match	53.1	8.4	121	22	**£30665**
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	**£32690**
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	**£36140**
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	**£40330**
2.0 TSI (265) auto GTI	39.6	5.9	162	31	**£40025**
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	**£42780**
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	**£44535**
2.0 TDI (115) Match	63.5	10.2	115	19	**£29730**
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	**£34500**

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	**£29195**
1.5 eTSI (115) auto Life	53.9	10.3	119	17	**£30785**
1.5 TSI (150) Life	51.5	8.8	125	21	**£30325**
1.5 TSI (150) Style	50.2	8.8	128	22	**£31995**
1.5 eTSI (150) auto Life	53.7	8.6	120	22	**£31915**
1.5 eTSI (150) auto Style	52.3	8.6	123	23	**£33585**
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	**£45970**
2.0 TDI (115) Life	64.4	10.5	115	19	**£30990**
2.0 TDI (150) auto Style	59.5	8.4	124	24	**£35390**

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	26	**£30850**
58kWh (204) auto Pro Essential	269	7.6	0	26	**£35730**
77kWh (204) auto Pro S Essential	346	8.2	0	26	**£39220**
79kWh (326) auto GTX Performance	369	5.7	0	34	**£46315**

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	**£39610**
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	**£42705**
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	**£43955**
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	**£47035**
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	**£44335**
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	**£47430**
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	**£48680**
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	**£50150**
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	**£51200**

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	**£51580**
86kWh (286) auto Pro S Match	436	6.6	0	39	**£55480**
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	**£62010**

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	**£52270**
86kWh (286) auto Pro S Match	424	6.7	0	38	**£56170**
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	**£62700**

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	**£39960**
1.5 TSI (150) auto Match	43.1	8.9	149	18	**£41260**
1.5 TSI (150) auto SEL	43.6	8.9	148	18	**£40805**

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	**£59035**
79kWh (286) auto Style SWB	277	7.6	0	40	**£63835**
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	**£67435**
86kWh (286) auto Life LWB	293	7.9	0	37	**£59545**
86kWh (286) auto Style LWB	286	7.9	0	40	**£64345**
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	**£67945**

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	**£28345**
1.5 TSI (116) California SWB	42.2	11.9	153	8	**£35683**
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	**£33897**
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	**£37891**
2.0 TDI (102) SWB	53.3	13.5	140	9	**£30059**
2.0 TDI (102) Life SWB	52.3	13.5	141	9	**£32927**
2.0 TDI (122) auto SWB	51.4	11.4	145	12	**£33619**
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	**£36487**
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	**£42364**

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	**£63121**
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	**£64561**
2.0 TDI (150) auto Life	43.8	11.6	169	26	**£48375**
2.0 TDI (150) auto Style	43.5	11.6	171	30	**£59650**
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	**£49815**
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	**£61090**

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	**£82030**
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	**£82690**
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	**£84718**

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	**£24550**
1.0 TSI (115) Life	53.4	9.9	120	14	**£25385**
1.0 TSI (115) Black Edition	51.3	9.9	126	14	**£29770**
1.0 TSI (115) auto Life	51.1	10.2	126	14	**£26980**
1.0 TSI (115) auto Style	50.4	10.2	128	14	**£29920**
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	**£30875**
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	**£32370**

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	**£24895**
1.0 TSI (115) Life	51.8	10.1	124	10	**£25740**
1.0 TSI (115) Style	50.8	10.1	127	10	**£28550**
1.0 TSI (115) R-Line	51.0	10.1	126	10	**£28715**
1.0 TSI (115) auto Life	49.7	10.3	130	10	**£27350**
1.0 TSI (115) auto Style	48.9	10.3	132	10	**£30210**
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	**£30370**
1.5 TSI (150) auto Style	47.1	8.4	136	16	**£31660**
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	**£31825**

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	**£29045**
1.0 TSI (115) Style	48.8	10.1	132	18	**£31320**
1.5 TSI (150) Life	47.3	8.4	136	17	**£30615**
1.5 TSI (150) Style	47.4	8.4	136	17	**£32890**
1.5 TSI (150) auto Life	46.8	8.3	138	18	**£32355**
1.5 TSI (150) auto Style	46.8	8.3	137	18	**£34630**
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	**£40245**
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	**£43740**
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	**£39175**

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115) **Black Edition:** add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	**£35405**
1.5 TSI (150) Style	45.1	10.0	142	19	**£36920**
1.5 TSI (150) R-Line	45.5	10.0	141	19	**£39540**
1.5 TSI (150) auto Style	44.9	9.4	143	20	**£38620**
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	**£41240**

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	**£39580**
77kWh (286) auto Match Pro	339	6.7	0	33	**£44390**
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	**£46110**
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	**£52235**

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	**£41080**
77kWh (286) auto Match Pro	344	6.7	0	35	**£45890**
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	**£53735**

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	**£35105**
1.5 TSI (130) auto Life	45.7	10.6	141	18	**£36950**
1.5 TSI (150) auto Life	45.3	9.1	142	21	**£37750**
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	**£40320**
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	**£40725**
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	**£42555**
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	**£45125**
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	**£45530**
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	**£48250**
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	**£45605**
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	**£48570**
2.0 TDI (150) auto Life	52.2	9.4	142	22	**£38950**
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	**£41520**
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	**£41925**

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	N/A	**£39850**
1.5 TSI (150) auto Elegance	44.1	9.4	146	N/A	**£42420**
1.5 TSI (150) auto R-Line	42.9	9.4	150	N/A	**£42825**
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	N/A	**£43905**
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	N/A	**£46475**
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	N/A	**£46880**
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	N/A	**£49600**

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	**£71280**
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	**£82840**
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	**£72875**

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	**£42114**
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	**£43722**
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	**£52560**
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	**£55650**
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	**£58434**
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	**£59418**

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	**£43370**
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	**£48070**
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	**£50935**
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	**£57635**

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	**£62280**
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	**£70780**

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	**£32850**
51kWh (272) at Single Motor Plus	209	5.4	0	36	**£35150**
69kWh (272) at Ext'd Range Core	296	5.1	0	37	**£37050**
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	**£39850**
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	**£43350**
69kWh (428) at Twin Motor Plus	280	3.4	0	40	**£42350**
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	**£45850**

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	**£52555**
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	**£54305**
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	**£58355**
82kWh (408) at Twin Motor Plus	340	4.5	0	40	**£57805**
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	**£61855**
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	**£59555**
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	**£63105**

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	**£45955**
69kWh (238) at Single Motor Plus	294	6.9	0	35	**£52555**
78kWh (252) at Ext'd Range Core	343	6.9	0	36	**£47705**
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	**£54305**
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	**£58355**
82kWh (408) at Twin Motor Plus	332	4.6	0	42	**£57805**
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	**£61855**
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	**£59555**
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	**£63105**

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	**£36310**
1.5 B3 (163) auto Plus	42.7	8.3	149	24	**£39810**
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	**£45220**
2.0 B4 (197) auto Plus	42.7	7.3	149	26	**£40960**
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	**£45220**

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	**£47615**
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	**£52340**
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	**£61620**
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	**£56030**
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	**£60055**
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	**£68385**

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	**£63790**
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	**£68790**
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	**£75290**
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	**£72650**
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	**£77650**
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	**£84150**

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	**£96255**
111kWh (517) at Twin Perf AWD	360	4.7	0	50	**£100555**

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	**£39990**
88kWh (285) auto Long Range	354	6.2	0	N/A	**£44990**

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

GOODBYE and good riddance to the lousy winter. Bring on the lighter, less dangerous days and evenings, when we can better spot and deal with increasingly common potholes and kerbside cameras, plus wretched no-notice road closures.

Also important is that parents, grandparents, aunts and uncles should be comforted by the fact that more usable daylight hours mean safer bike lanes, pedestrian crossings and pavements for youngsters, many of whom will be revising for and sitting important, potentially life-changing exams.

In years gone by, when some teens achieved decent results, a comfortably off elderly relative would generously reward them with driving lessons. And why not? Being a trained, qualified driver (even if you can't yet afford a car) means you're blessed with a skill for life and a qualification that'll be a real asset when applying for jobs.

> **"IF YOU HAVE A CHILD OR GRANDCHILD STRUGGLING TO DECIDE ON A CAREER, YOU COULD DO FAR WORSE THAN STEER THEM TOWARDS A JOB IN OR AROUND AUTOMOTIVE"**

If driving is your passion, perhaps consider a reasonably well paid career at the wheel of a taxi or limo, LCV or HGV, bus or coach, or for the elite few, a WRC or F1 car. Remember, world champs Colin McRae and Lewis Hamilton were regular, working-class lads.

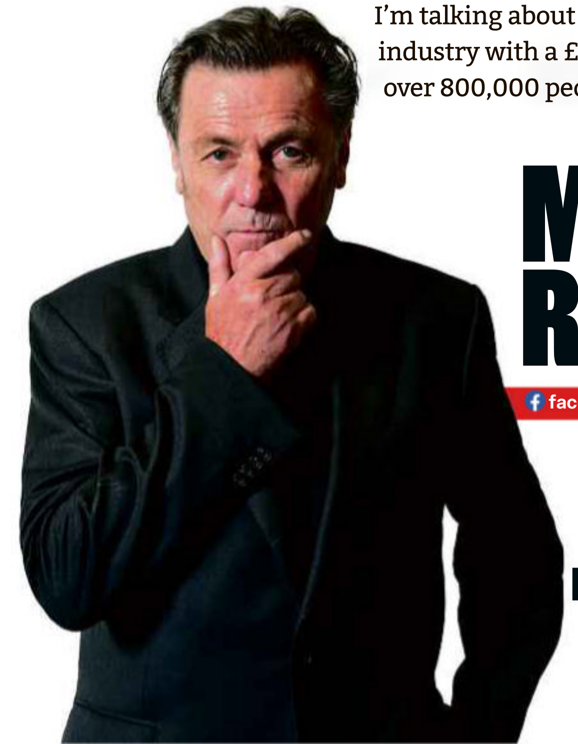
Others might prefer careers at vehicle or engine-manufacturing plants or back offices, engineering centres, design studios, vehicle import HQs, franchised dealerships... you name it. Such places would love to sign up new people keen to earn while they learn.

The Volkswagen Group – with its Audi, Bentley, Cupra, Lamborghini, Porsche, SEAT, Skoda and VW marques – is the car empire with the greatest sales success in Britain. Not only is it currently inviting the young, and not-so-young, to investigate and perhaps apply for places on its apprenticeship programmes here, it's urging candidates to "choose your brand, start your journey". Bentley goes further, saying "applications are open to everyone, from school or college leavers to those looking for a change of career".

Arch-rival Rolls-Royce says it's now welcoming new apprentices to its 'Future Talent' programmes and urges those successfully completing formal education to apply. The huge Stellantis family, plus Kia, Suzuki and others, are making similar promises to near-future apprentices. And it's worth me reminding everyone that apprenticeships are for all-comers – young people, older folk or those somewhere in between.

As for those caring, loving relatives with wise heads? If you have a daughter or son, granddaughter or grandson, niece or nephew struggling to decide on a career path, you could do much worse than steer them towards apprenticeships or jobs in and around the automotive sector and its massive network of support businesses.

I'm talking about a rapidly changing, genuinely exciting UK industry with a £93 billion turnover annually and employing over 800,000 people. What's not to like?



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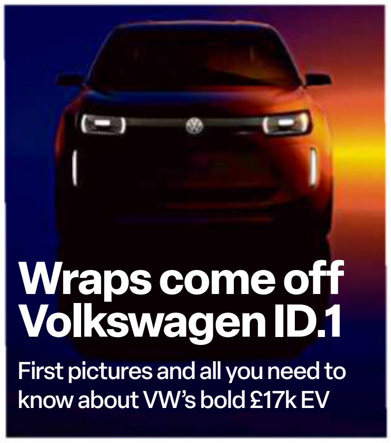

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Maximum range on a full charge for a CUPRA Tavascan is 298.9 - 353.6 miles (official test WLTP figures) depending on the trim. Official fuel consumption for the Tavascan mpg (litres/100km) combined: N/A. Combined CO_2 emissions: 0g/km. Test data obtained under standardised conditions after the battery had been fully charged (to 100%). The Tavascan is a battery electric vehicle requiring mains electricity for charging. Figures shown are for comparability purposes and may vary by trim. Only compare fuel consumption, CO_2 and electric range figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the starting charge of the battery, accessories fitted (post-registration), variations in weather, driving styles, route conditions, speed, vehicle and battery age and vehicle load. Zero emissions while driving. Data correct at December 2024.